

The 1851 Issue of United States Stamps: a Sesquicentennial Retrospective

Hubert C. Skinner and Charles J. Peterson, Editors



An early California letter bearing all three values of the 1851 issue stamps. This folded letter entered the mails at San Francisco on "15 JAN" (1853), was carried across the continent to an eastern port and then across the Atlantic to Liverpool where it was received on "MR 2" and forwarded to Oxfordshire. This late gold rush and early statehood cover bears a combination pair of 1¢ stamps from Plate 1E, types II-III A, one 3¢ stamp, and a pair of 12¢ stamps (Scott #s 7, 8A, 11, 17), comprising a complete set of the three values issued in 1851, prepaying both the trans-continental rate and the trans-Atlantic postage. PFC 1999

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Preface

When I was asked to undertake this project a number of years ago by Van Koppersmith (then President of the U.S. Philatelic Classics Society), neither Van nor I had any idea what an enormous undertaking we contemplated. However, with the gracious and dedicated help of a large number of authors and others who generously responded to requests for assistance and access to their collections and talents, this volume has been completed, albeit several years later than we anticipated. I am most deeply indebted to our current President, W. Wilson Hulme, and to Charles J. Peterson, Editor-in-Chief of the *Chronicle of U.S. Classic Issues*, who together rescued this work from the worn out efforts of this editor and rejuvenated the project with their considerable input, talents and dedication and made it possible to complete the manuscript for publication. I have asked Charlie Peterson to join me on the title page as an editor to acknowledge the enormous amounts of work he has put into this volume.

Also, this writer is deeply indebted to our authors and contributors for adhering to our determination to make this volume a highest quality retrospective of what is arguably the most fascinating early issue of United States stamps. The 1851 issue, especially the 3¢ value, is unquestionably the nucleus from which the United States Philatelic Classics Society evolved to become a premier organization of distinguished philatelists.

The number of highly qualified and dedicated students of the 1851 issue studying this issue today is far larger than at any earlier time during the past 150 years. This observer became aware of this fact at Pacific '97 during an informal evening session of 1851 students—again, especially the 3¢ enthusiasts—where ten to twelve advanced students and platers of the 3¢ stamp were gathered and exchanged notes and information. The session took place at the home of Keiji and Nina Taira. KG was a catalyst and inspiration to the study of the 1851 issue. Several of the authors contributing to this book have noted and acknowledged KG's major

contributions to their work and to the articles published here. Keiji, a dear friend to all of us who are intrigued by and dedicated to research and study of the 1851 issue (as Keiji was himself), succumbed to a stroke on Friday, January 21, 2005, while this volume was undergoing its final editing. I and his other friends feel his loss deeply and will miss him greatly. Sadly, he did not survive to see the finished volume. Those studying the 1¢ and 12¢ stamps are fewer in number, but are no less dedicated and advanced in their research on these issues. The chapters in this volume reveal the almost incredible levels of knowledge of the 1851 stamps achieved by current specialists.

When acknowledging the input and assistance of the many collectors and specialists who have helped to compile this book, I am fearful of forgetting someone. I offer my apologies in advance for any inadvertent omissions which occur. To our authors whose names appear at the headings of the chapters, I will let their written words speak for themselves. These writers are uniformly knowledgeable and each is an expert in his field of research. Some have done double duty as peer reviewers of chapters written by others and for this extra work we are greatly indebted. In addition, Thomas J. Alexander and Wade Saadi have assisted greatly as peer reviewers. Ray Vogel, Wade Saadi and Mark Rogers have shared their material, providing scans that have enriched the illustrations of several articles. I owe special thanks to Dick Celler for his careful and most helpful review of my own work. One of my friends here in New Orleans, Edgar W. Jatho, Jr., has provided technical assistance and advice in addition to making many scans for the illustrations in various chapters of the book; his many hours of computer work has been of inestimable help to me. Again, I offer my most sincerely apologies for any oversights in these acknowledgments.

Hubert C. Skinner
New Orleans, Louisiana

Part IA.

An Introduction to the 1851 Issue of Postage Stamps

by Hubert C. Skinner

Background History

For centuries, prior to 1840 when the first adhesive stamps appeared, official missives and private letters had been carried by a wide variety of methods by postal systems similarly varied according to the controls applied by the authorities who operated each postal system. The mails were slow, unreliable and the rates so expensive that many (of those who could read and write) could not afford to receive letters. The prevailing custom required in nearly all cases that the recipient pay the charges because he received the favor of news or information from afar. Prepayment was virtually unknown. Thus, letters transmitted in the early decades were subject to a number of burdens, including slow and uncertain transport, high postal rates and payment of the postal charges upon receipt.

In January 1837, Sir Rowland Hill published a pamphlet in London titled *Post Office Reform; its Importance and Practicability*, which initiated much heated discussion and debate among post office and government authorities which ultimately led to passage of the penny postage bill in August 1839, effective January 10, 1840. A letter not exceeding half an ounce in weight posted within the United Kingdom was to be charged one penny if prepaid or two pence if paid when delivered. Thus, the concept of a penalty rate for non-prepayment was introduced to postal charges. With the innovation of adhesive stamps as an integral part of his postal reform, Sir Rowland intended to relieve all three of the above stated burdens. As one factor of improved efficiency in transport of the mails the postal rates were reduced and prepayment was proposed by affixing "a bit of paper just large enough to bear the stamp, and covered at the back with a glutinous wash, which the bringer might, by applying a little moisture, attach to the back of the letter."¹ From its 1840 incubation, the malady "timbromania" began a resistless spread through time and place.

From Colonial times onward, the postal system in the United States has followed closely the practices of the British post office. By early 1842, adhesive stamps—the City Despatch Post local stamps (Scott No. 40L1)—were introduced in New York City by Henry Thomas Windsor, a visiting London merchant, and Alexander

M. Greig, a New York City stockbroker.² Soon, another element of postal reform made its appearance with the Postal Act of 3 March 1845 (effective 1 July) which sharply reduced domestic letter rates within the United States and permitted local postmasters to prepare and issue adhesive stamps valid only at their own offices. The first postmaster's provisional (Scott No. 9X1) was issued by New York City postmaster Robert Hunter Morris on or about July 14, 1845.³ The success of these provisional stamps, together with the ceaseless efforts of Postmaster General Cave Johnson to persuade Congress to issue adhesive postage stamps, led to passage of the Postal Act of 3 March 1847 (effective 1 July) authorizing the PMG to prepare and issue 5¢ and 10¢ adhesive stamps (Scott No. 1, 2) for use to prepay postage at the prevailing rates. However, though PMG Johnson stated in his PMG's Report of 1848 that "all matter sent in the mails should be prepaid" and, further, reported that nearly two million dead letters and a similar number of newspapers and periodicals remained unclaimed each year and, thus, were handled and carried by the post office without reimbursement,⁴ prepayment still was not required and the long-standing custom of payment by the recipient prevailed. Cave Johnson lobbied throughout his term of office (1845-49) to make the new stamps compulsory, but he was unsuccessful.

The 1851 Issue

The Postal Act of 3 March 1851 (effective 1 July) altered the rate structure for domestic mails dramatically. The postage for a single inter-city letter was lowered by 40% if prepaid, but remained unchanged if sent unpaid with postage to be collected from the recipient. Thus, for the first time in the United States, a heavy penalty was exacted for sending a letter unpaid. Further, beginning in early July, the most widespread changes ever made in the handling, sorting, canceling and dispatching of the mails began to take place. Numerous innovations and experimental methods and devices for canceling and postmarking letters were introduced and tested, especially at the New York City Post Office where the volume of letters processed was the greatest and where labor-saving methods, therefore, were of great importance.

The rate changes required new adhesive stamps in new denominations to correspond with the lowered rates. Though Rawdon, Wright, Hatch & Edson had printed the New York Postmaster's Provisional stamps and the 5¢ and 10¢ 1847s, another engraver—Toppan, Carpenter, Casilear & Company—was awarded the contract to print the new stamps issued in 1851. Each of the three values issued (1¢, 3¢ and 12¢) was new to United States philately. An essay for a 6¢ value was prepared; it was never authorized nor completed. Later, 5¢ (1856) and 10¢ (1855) values were issued; these are not included in this 1851 anniversary volume.

Today, the three basic designs of the 1851 issue are classified and catalogued as eleven separate stamps, with major listings separated by value, design differences in the reliefs and entries (1¢ value) and distinctly different colors caused by deliberate changes in the components of the printing ink (3¢ value). These eleven stamps are classified in the *Scott Standard Postage Stamp Catalogue* and *Scott Specialized Catalogue of United States Stamps & Covers* as Scott No. 5, 5A, 6, 6b, 7, 8, 8A, 9 (1¢ value), 10 and 11 (3¢ value) and 17 (12¢ value). Each of the eleven stamps offers an exciting and

compelling field for specialized study, with a highly distinguished roster of past and present students of the 1851 issues which is second to none other in United States philately. The chapters in this volume will attest to the high level of scholarship and intensive study currently directed to study of the 1851 issues. The original stamps of 1851 were not perforated; the perforated issues of 1857-61 are not included in this 1851 anniversary volume.

Endnotes

¹In a variety of references, including Howard Robinson, *The British Post Office: a history* (Princeton, NJ: Princeton University Press, 1948), p. 269.

²Hubert C. Skinner, "Early Cancellations of New York City," *Chronicle*, Vol. 47, No. 3 (Whole No. 167)(August 1995), p. 171.

³Stanley M. Piller, *The New York Postmaster's Provisional* (Wayne, NJ: Robert G. Kaufmann Publishing Co., 1991), p. vii.

⁴Peter T. Rohrbach and Lowell S. Newman, *American Issue: The U.S. Postage Stamp, 1842-1869* (Washington: Smithsonian Institution Press, 1984), pp. 67-68.

Part IB.

The Toppan Carpenter Plates and the Guide Relieving Method

by Richard Celler and Elliot Omiya

Introduction

This article provides new information about the plates of the U.S. 1851-57 issue and corrects misconceptions that have confused collectors and students over the years. It focuses on improving our understanding of the process that was used to transfer the stamp designs to the plates for all the various stamps produced by Toppan, Carpenter, Casilear & Co. (TCC&Co) from 1851 to about 1860. In doing so it helps us to understand the full picture of why the major Scott numbered varieties (Type I, II, III, etc.) exist on these issues.

Very little has been written about how these plates were made, and most of that was written between thirty and seventy years ago. Some of that published material has proven to be wrong or incomplete, but has never been corrected. The early writers and pioneer specialists, such as Chase, Ashbrook, Perry and Neinken simply did not have all the information we have today. We now have available two excellent books about postage stamp engraving and plate-making, which we refer to as "Baxter" and "Williams."¹ We also enjoy the benefits of an additional thirty to seventy years of study by serious specialists of the stamps of the 1851 to 1857 issue. This article relates some of their key discoveries for the first time, and pieces together information from many sources into a comprehensive picture.

Overview

In late April of 1851, TCC&Co was awarded the government contract to print the new postage stamps that were required because of the change in postage rates enacted on March 3, 1851 and effective July 1, 1851.² TCC&Co's principal business was printing bank notes, and postage stamps were a new field to them. In examining the stamps of the 1851-57 issues 150 years later, it is clear that they encountered a great deal of difficulty creating the plates that printed these stamps.

The methods TCC&Co developed to overcome their difficulties caused many of the varieties we find on the stamps of these issues, and the study of these varieties has provided countless hours of enjoyment for many collectors. Chase, Ashbrook and Neinken wrote definitive books about their studies of these stamps,

including detailed sections on the stamp types, the plates, the process used to make the plates and the major plate varieties. Elliott Perry further advanced our understanding when he discovered what he called the "guide relieving" process.³ The U.S. Philatelic Classics Society was formed to promote the continued advancement of their work. Overall, the 1851-57 period produced the most studied series of stamps ever issued by the United States.

Even with all that study, there are still new discoveries to be explained. Before getting into an in-depth discussion, the key findings can be summarized.

First, the underlying reason why TCC&Co was unable to produce full-design stamps is a problem in the transfer process called "ironing-out." It arose because the stamps were placed too close together on the plate. Ironing-out takes place when a transfer roll partially obliterates a previously entered design that is too close. As will be discussed, it was the combination of ironing-out and the apparent limitations of their transfer press that led to the need for multiple reliefs on the transfer roll. As will be seen, the use of these multiple reliefs did not fully solve the problem.

Second, understanding the ironing-out problem helps explain the cause of many of the major types listed in Scott's Catalogue. The early writers on these issues proposed various explanations for the types. Some believed the stamp designs were shortened at top and bottom primarily to leave more room between the stamps. Some believed that the design was occasionally left intact only at the top of the top row of stamps and the bottom of the bottom row of stamps for aesthetic reasons. We will demonstrate that ironing-out dictated why TCC&Co made the plates as they did.

Third, a new theory is now presented which explains precisely what function the guide (or position) dots played in the transferring process. Even Elliott Perry, who discovered the guide relieving process, did not understand why these dots were placed where we find them. Some of the dots seemed unnecessary in his mind because the use of the entry just above the one being rocked in should have been a sufficient guide. What Perry wasn't able to figure out was exactly what role a device called a "side point" played, and how certain adjustments were made during its use.

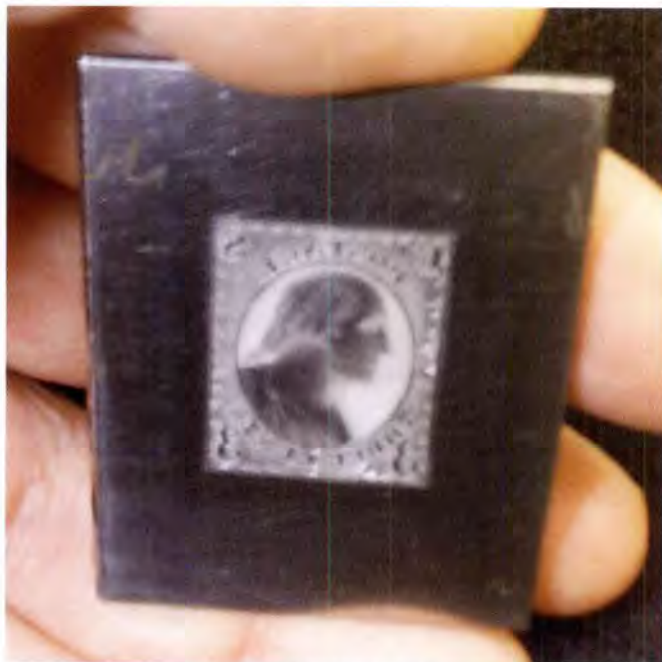


Figure 1. Typical die from the mid-1800s. This die was used to print the 11-E2 essay.

Fourth, now that the use of these guide dots is understood, it can be demonstrated that the number of guide dots on a plate is a direct function of the number of reliefs on the transfer roll. For example, there are 100 guide dots on 200-subject plates made with 3-relief rollers, 60 guide dots for 4-relief rollers, and 40 guide dots for 6-relief transfer rolls.

Fifth, this understanding of the relationship between guide dots and the number of reliefs on a transfer roll has led to the conclusion that the 12¢ plate 1 was made using a 2-relief roller. This plate had 180 guide dots, and was therefore made with a 2-relief transfer roll. Most prior students had concluded a 1-relief roller had been used.

Finally, it can now be demonstrated that TCC&Co made every stamp plate between 1851 and sometime in 1860 using essentially the same procedure. Thus, the details of plate manufacture that will be discussed in the balance of this article may be applied to each of these plates.

The sections that follow provide explanations of how these conclusions were reached, and include a detailed discussion of the processes used by TCC&Co in making the plates.

The Intaglio Printing Process

TCC&Co printed stamps from steel plates using the intaglio (or line engraving) process. This is the process used by the Perkins Bacon firm as described in Ashbrook.⁴ All of the TCC&Co stamp plates had 200 subjects, arranged as two panes of 100 side by side. There are five basic steps, which can be summarized as follows:

1. Engrave a stamp design (in recess) on a “soft” flat piece of steel (the die, see Figure 1).
2. Harden the die.
3. Transfer (or “pick up”) the stamp design onto a “soft” steel transfer roll (the master transfer roll). The stamp design on the transfer roll is raised, or “in relief.” See Figure 2 and Figure 3, which illustrate a typical transfer roll. A transfer press is used for this purpose, and it rocks the transfer roll back and forth over the die. The design on the transfer roll will be referred to as a “relief.”
4. Harden the transfer roll.
5. Transfer the stamp design from the transfer roll to the “soft” steel printing plate (in recess) by rocking the transfer roll back and forth over the plate (see Figures 4 through 8).⁵

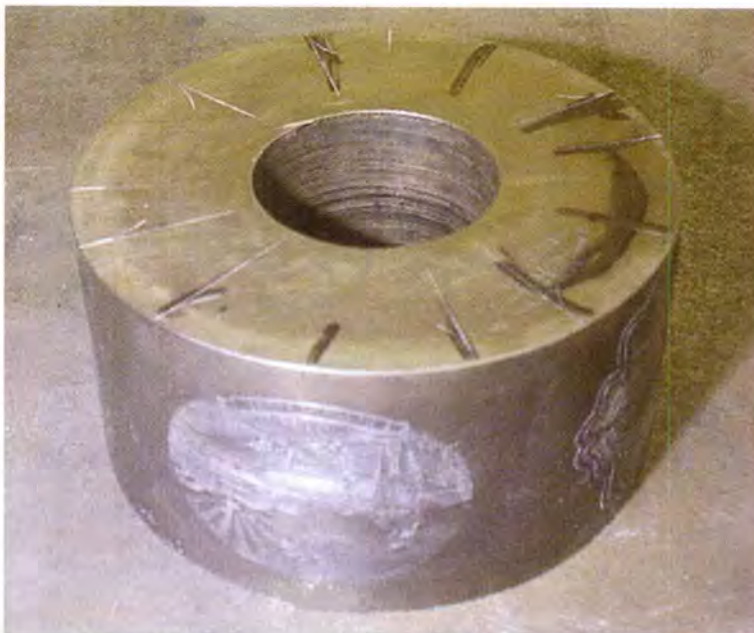


Figure 2. Transfer roll. Two oval reliefs can be seen on the curved surface. The darkened lines at top mark the top, middle, and bottom of each relief. These reliefs were spaced far apart, and were used one at a time. Courtesy of Michael Bean.

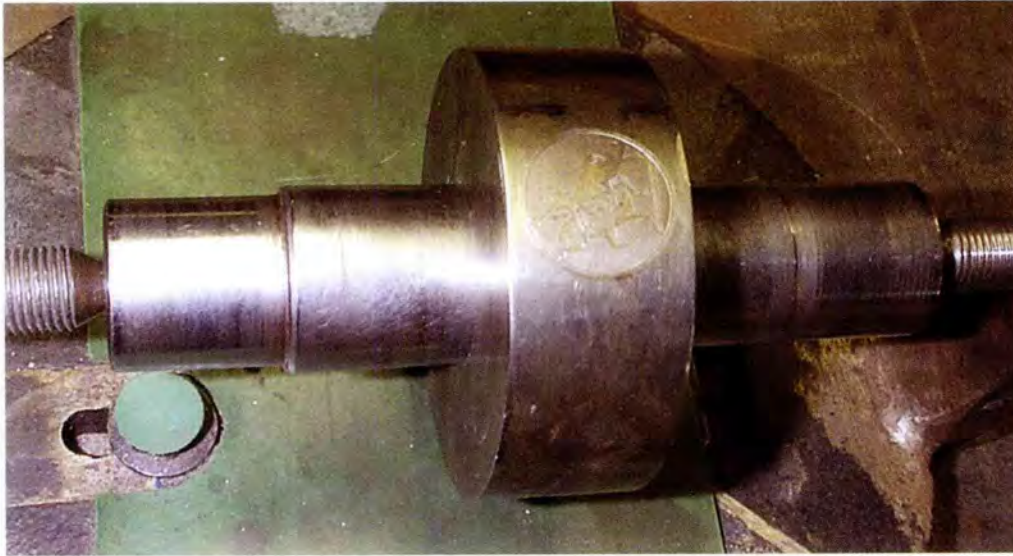


Figure 3. Transfer roll mounted on mandrel (or axle). One circular relief can be seen on the transfer roll. Courtesy of Michael Bean.

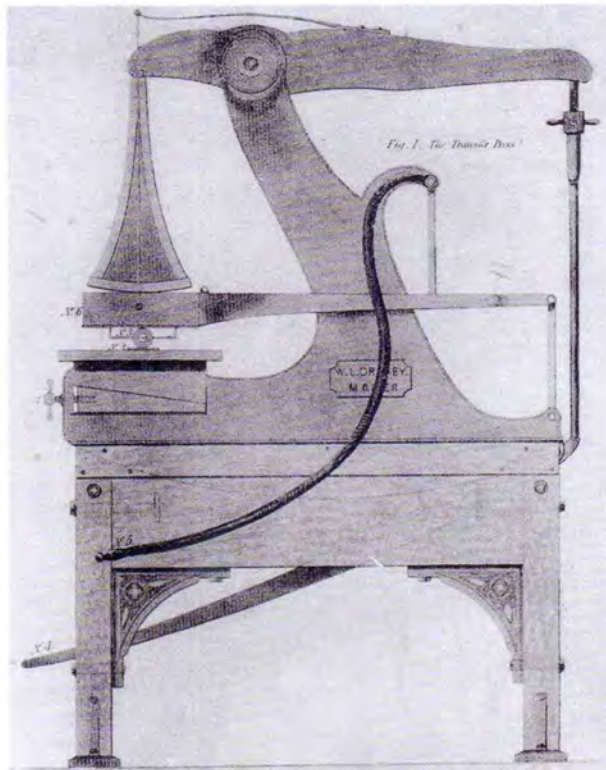


Figure 4. Transfer press built in 1852 by W. L. Ormsby⁶

Step 5 is repeated until the required number of stamp designs (200 in this case) has been transferred to the plate.

There may be a sixth step, hardening the plate to make it last longer.

Some TCC&Co plates were hardened, and some were

not. This is outside the scope of the present article.

In order to provide a feeling of how a transfer press operates, Figure 7 and Figure 8 picture several views of a transfer press circa the first half of the twentieth century.

When transferring the designs to the plate in Step 5, the transfer press

operator (siderographer) must have a way to locate each plate entry in its proper position. The usual method used by engraving firms of the period was to incise or punch a guide dot into the plate's surface, one guide dot for each transfer roll setting.⁷ The placement of the guide dots was carefully planned so that each entry would be in the proper position. All the guide dots were put on the plate before transferring began.

The diagram in Figure 9 illustrates the layout of a typical 100-subject plate with 100 guide dots. The arrows pointing to the left of the several small rectangles point to where the controlling guide dots would be located.

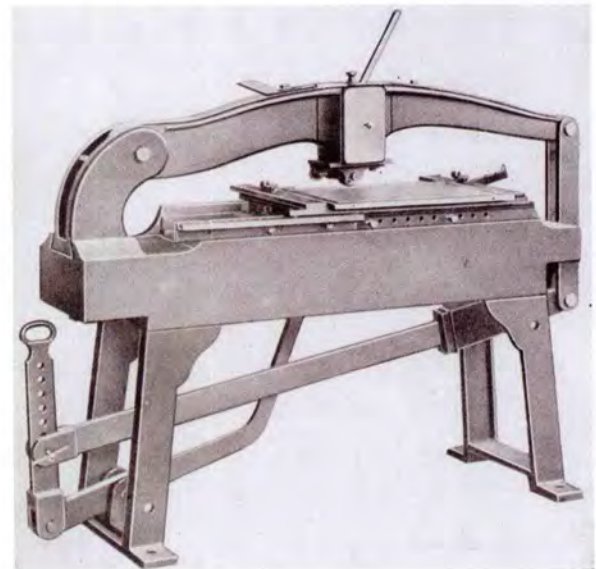


Figure 5. Transfer press of the 1860s



Figure 6. Transfer press circa 1930 showing partially entered plate



A device called a "side point" was fastened alongside the transfer roll, around the mandrel (see Figure 10 and Figure 11). The siderographer would drop the tip of the side point into the guide dot. This assured that the transfer roll was in the correct position to transfer the entry to the plate.

Thus, to create a 200-subject stamp plate from a transfer roll containing a single relief, it was necessary to have 200 guide dots on the plate. Each guide dot positioned the transfer roll for the entry of one stamp design. The 5¢ and 10¢ 1847 issue stamps, produced by the firm of Rawdon, Wright, Hatch & Edson, were made using this method: 200 separate entries from a transfer roll containing a single relief.

The Problem TCC&Co Faced When Using a Single-Relief Transfer Roll

It appears likely that TCC&Co would have planned to use a single relief transfer roll. That was, and still is, the standard practice of engraving firms. The reason for not using multiple reliefs is described by Baxter:

From time to time, experiments have been made in various engraving establishments in producing from two to as many as 26 reliefs on a single roll and entering that many subjects in a single operation. Because of the enormous pressure required (which has a tendency to distend the plate) multiple reliefs, in most cases, have been found impractical, and the practice of entering subjects one at a time prevails in most engraving plants.⁸

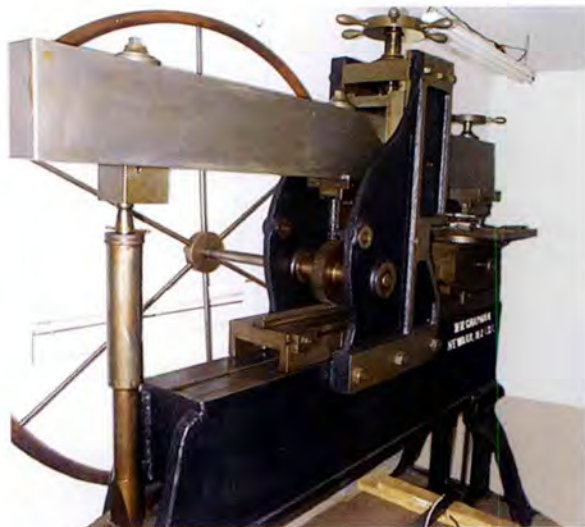


Figure 7. Two views of an early 20th century transfer press. Left: View from the siderographer's viewpoint. Right: View from the back of the press. Courtesy of Michael Bean.



Figure 8. Michael Bean demonstrating a transfer press. The large wheel in his right hand moves the sliding bed forwards and back. The foot lever is pressed to create the pressure between the transfer roll and the plate.

Based on the evidence seen by studying the printed stamps, all of the 1851-1857 plates were manufactured using closely spaced, multiple-relief transfer rolls. Two or more reliefs were entered on the plates in a single operation. The question that has plagued students is *why*? What was wrong with using single relief transfer rolls?

In the past, there have been a number of attempts to answer this question. Some authors have concluded that there was a top-to-bottom height restriction imposed by the transfer press.⁹ They measured panes of stamps top to bottom and found that the maximum height of a vertical column of ten stamps was 259½mm, and thus concluded that this was the maximum effective distance the bed of the transfer press could travel. Others have suggested multiple reliefs were used so that columns of stamps would be aligned vertically, with consistent spacing between stamps.¹⁰ Another reason proposed was that a multiple relief roll required fewer transfer roll

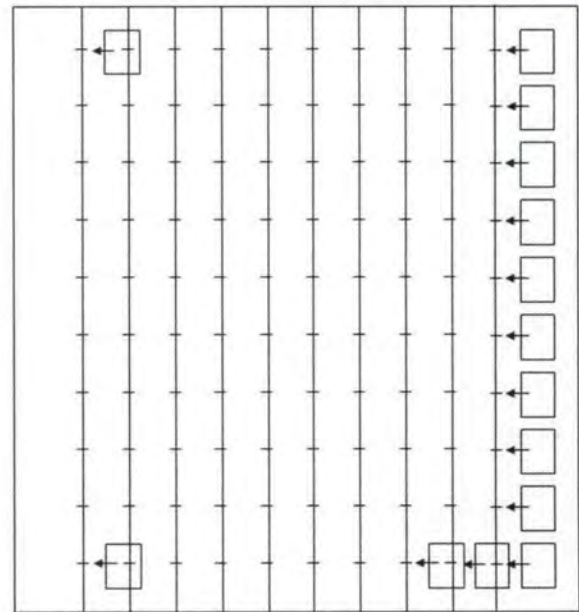


Figure 9. Diagram showing layout of a 100-subject plate. A guide dot is located at each cross-hatch point in this diagram. The small rectangles represent several illustrative stamps, and the arrows point to the guide dots which were used to position the entry of those stamps.



Figure 10. Early side point invented by E. C. (Cap.) Kittle. It clamps around the mandrel alongside the transfer roll.

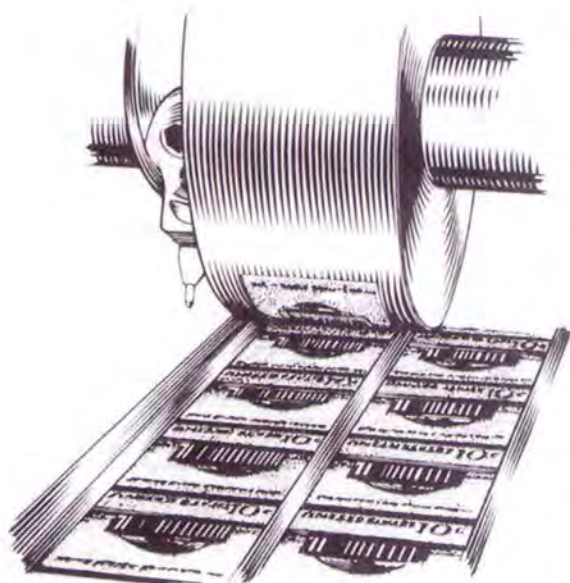


Figure 11. Transfer roll showing a more modern side point fastened at left, around the mandrel. Illustration courtesy of Scott Publishing Co., as shown in current editions of the *Scott Standard Postage Stamp Catalogue*, p. 25A.

settings, and thus saved time and effort. The authors, however, believe the fundamental reason TCC&Co chose multiple reliefs was to overcome the ironing-out problem.¹¹

The Problem of Transferring Closely Spaced Stamps to the Plate

The ornate 1¢ design posed the most serious ironing-out problem, and therefore we will use it for illustration (see Figure 12).

A siderographer could successfully transfer the first entry to a plate using a 1-relief transfer roll. The difficulty, however, lay in transferring the *second* entry, the one *below* the first (see Figure 13). The problem was that the blank area on the transfer roll, immediately above the relief, *damaged the bottom part of the previous entry*. The third entry then damaged the bottom of the second, and so forth.

In order to transfer the top edge of the second entry to its full depth, it was necessary to “over-rock” the transfer roll

far enough upwards so that the blank part of the roll (above the design) passed over and *partially ironed out* the recessed lines at the bottom of the first entry.¹² *Ironing-out of the design occurred because the stamps on the plate were spaced too closely together vertically.*

It can be seen in Figure 12 that the delicate and elaborate bottom ornaments would have been particularly susceptible to the ironing-out process. Engraving firms were well aware of the ironing-out problem (also sometimes referred to as “press out”).

Williams states:

Over-rocking of the relief roller . . . can produce the effect of weakening the lines, or some of them, of an entry already made. Because of the plasticity of the metal, [this tends] to fill in the lines of adjacent subjects, causing them to yield unsatisfactory prints in the parts affected. Many instances of “short transfer” and “incomplete transfer” result from these causes, termed “ironing out”.¹³



Figure 12. 1¢ full-design die proof

Baxter describes it as follows:

Care must be taken in rocking-in the second, as well as the subsequent impressions, or the blank section of the transfer roll will overlap the design previously transferred. If the pressure is not slightly decreased as soon as the bottom edge of the relief contacts the plate on the return roll, the transfer roll will invariably press into the top of the intaglio impression below, ironing-out some of the lines. Almost all the so-called "short-transfers," especially those incomplete at the top, are formed in this manner, and not, as is commonly supposed, by an incomplete passage of the relief roll over the plate.¹⁴

This is the crux of the problem that led TCC&Co to "guide relieving." It seems obvious that they could have avoided it by simply putting the stamps further apart. As already discussed, there may have been a restriction on how far the bed of their transfer press or presses could move, thus limiting the total distance from top to bottom available for entering the designs on the plate. One thing to keep in mind is that the typical plate TCC&Co was accustomed to making for printing banknotes was about two-thirds the size of a 200-subject stamp plate, so larger stamp plates might well have tested the limits of their transfer presses.

Since they apparently couldn't put more space between stamps, TCC&Co devised the guide relieving method of transferring designs to the plates to get around the ironing-out problem. Their solution was to use a guide relief,¹⁵ an additional relief on the transfer roll. The raised lines on the guide relief exactly meshed into the recessed lines of the previous entry. Thus, instead of having a blank portion of the transfer roll iron out the lower edge of the previous entry, the guide relief would cause little or no damage to it, provided it was properly fitted into the previous entry.

While this concept appears straightforward, TCC&Co obviously had serious technical problems creating such a closely spaced 3-relief transfer roll when making the first 1¢ plate. The difficulties become apparent when the steps required to make the transfer roll are studied in detail.¹⁶

Laydown Is Used to Create Multiple Relief Transfer Rolls

A laydown (or bed-piece), a small piece of "soft" steel somewhat larger than a die, is used in the creation of a multiple relief transfer roll. Baxter describes the process in this manner:

When a multiple relief is employed, however, it is customary to utilize a laydown since it is difficult, if not impossible, to take up additional reliefs on a transfer



Figure 13. Illustration of what the entry of three 1¢ designs to a plate using a single-relief transfer roll might look like

roll when the designs are so close together.¹⁷ The usual procedure is to take up a single subject on a roll, to harden the relief roll, and then to enter the required number of impressions in a bed-piece with this master roll. This laydown, when hardened, becomes the die from which the multiple-subject working roll, used in

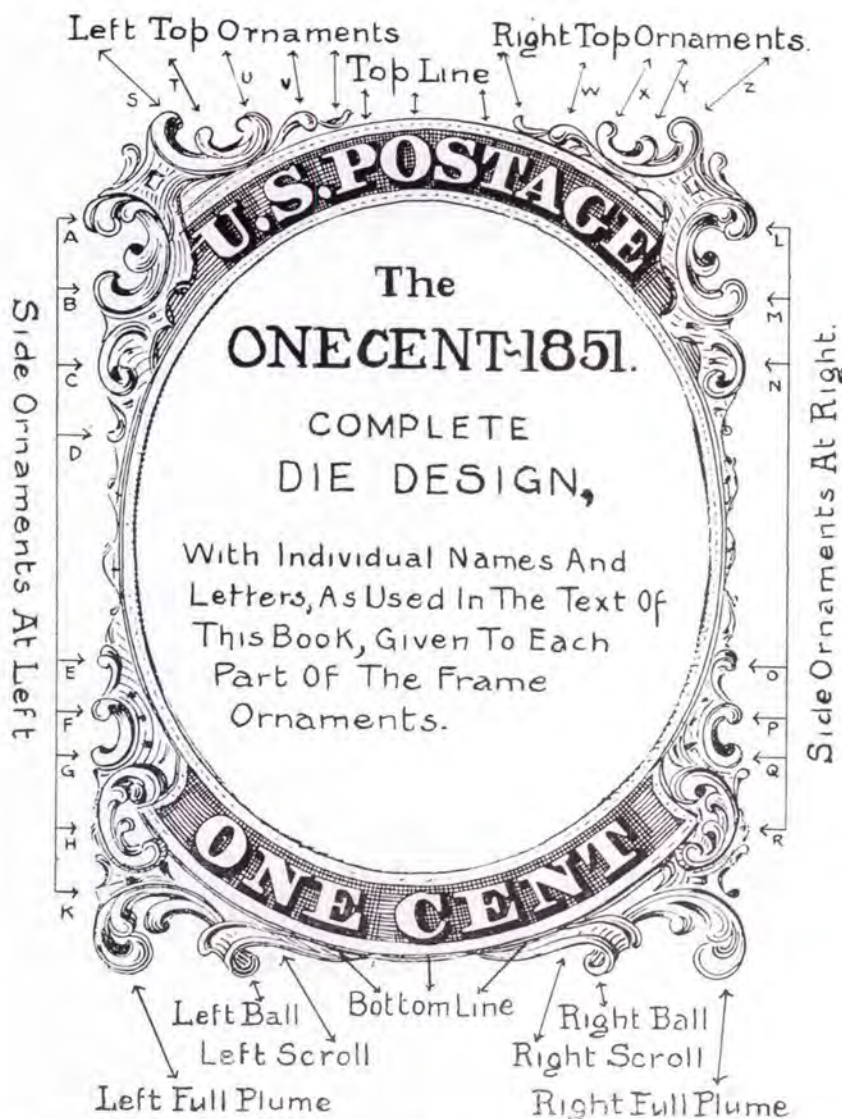


Figure 14. The 1¢ 1851 Complete Die Design Diagram

rocking-in the impressions in the printing plates, is produced."¹⁸

Three entries from the single-relief master transfer roll were transferred, one by one, to the laydown (instead of the plate) exactly as previously described (see Figure 13). The identical ironing-out would have occurred on the laydown, damaging the bottom edges of the designs on the top two entries. A proof printed from the laydown would have made this obvious. To avoid printing the



Figure 15. 10¢ full-design die proof (Courtesy of Michael Perlman)

disfigured bottom ornaments on the stamps, TCC&Co decided that the solution was to remove the bottom edges of the stamp design. Since it is much easier to remove such lines from a transfer roll (where the raised ridges can be scraped or filed off), this trimming of the bottom would have been done as part of the succeeding step.¹⁹

The laydown was then hardened, and a new, blank "soft" steel transfer roll (the "working transfer roll") was placed in the transfer press. All three designs were picked up from the laydown in one operation. The remains of the left and right full plumes and balls (see Figure 14) were then scraped from the bottoms of each relief on the working transfer roll. This process also caused some design shortening at the tops of the reliefs. These alterations were slightly different on each relief. This working transfer roll was subsequently hardened and used to enter the 1¢ plates 1, 2, and 3.²⁰

Thus, the reason for trimming the 1¢ design and using a guide relieving entry process becomes clear. The ironing-out effect made it mechanically impossible for TCC&Co to successfully

transfer 200 closely spaced full-design stamps to the plate. It seems probable that the 10¢ stamp designs were trimmed for the same reason when plate 1 of the 10¢ stamp was made in 1855 (see Figure 15).

It also becomes apparent why some plates have top row stamps with complete designs at the top, bottom row stamps with complete designs at the bottom, and interior stamps that are incomplete at both top and bottom.²¹ The reason is simple: there was no ironing-out at the top and bottom of the plate. Suggestions have been made in the past that the designs were purposefully complete at top and bottom

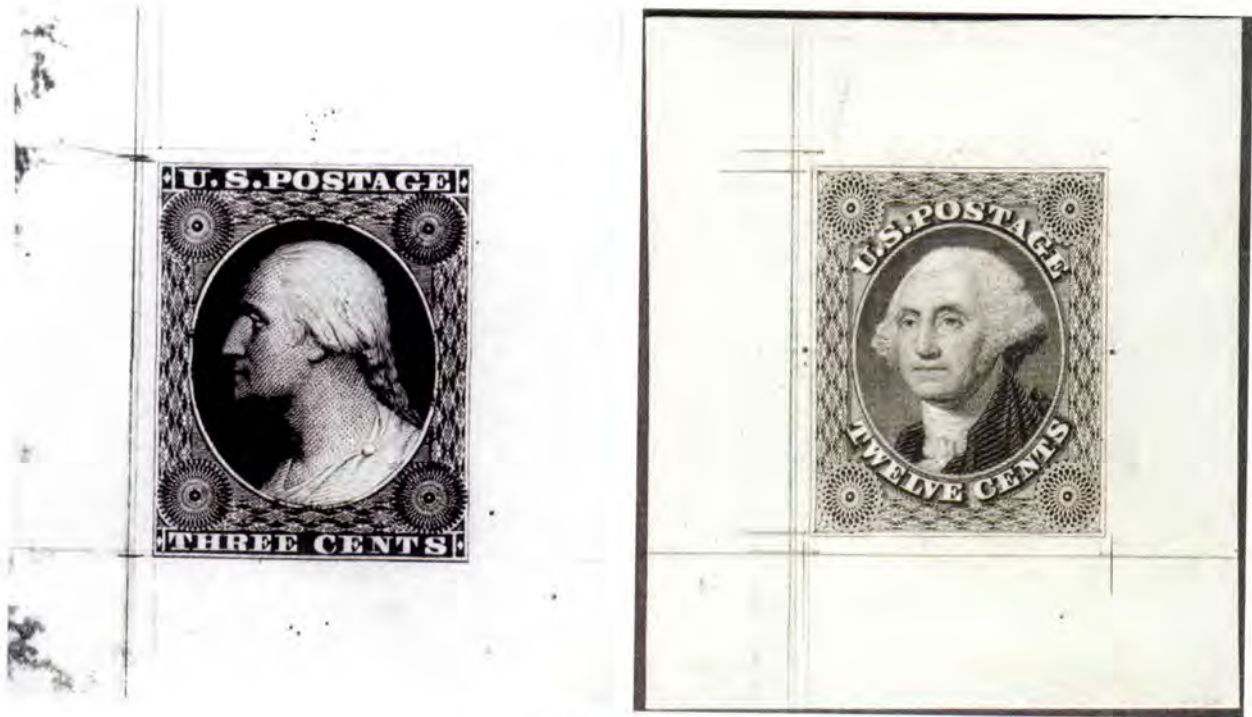


Figure 16. 3¢ and 12¢ die proofs

to improve the appearance of the sheets, *i.e.*, make them resemble a sheet where all the stamps were full-design, so as to fool the stamp agent.²² This seems preposterous when one considers the poor quality of the millions of stamps actually accepted from TCC&Co over a ten-year period.

The ironing-out problem was much less severe for the 3¢ and 12¢ stamps, because the designs were rectangular, with a simple frame line surrounding the design on all sides (see Figure 16). The bottom frame line of these stamps was severely weakened by ironing-out. However, by recutting this frame line on each individual stamp on the plate (by careful use of a sharp engraving tool to deepen the recessed line), the weakened bottom frame lines were restored.²³

The Use of Guide Dots

Elliott Perry has demonstrated convincingly that TCC&Co used transfer rolls having two, three, four, or six closely-spaced reliefs when making plates, and that multiple stamps were transferred from a single setting of the transfer roll.²⁴ Perry illustrated how over-rocking would change a previous entry's design when each relief was not completely identical (we call this "guide relief influence"). What Perry was unable to figure out was the reason for the various guide dot locations, and exactly how they were used in transferring the designs

to the plate.²⁵ The discussion that follows will make the procedure clear.

The normal pattern of guide dots on the plate for each type of transfer roll (2-, 3-, 4- or 6-relief) is illustrated in Figure 17. It is apparent when examining the location of guide dots on the various plates that none of the plates contained as many as 200 guide dots. If a single relief transfer roll had been used, 200 guide dots would have been required, and further, each guide dot on the plate would have been located in the same relative position to the stamp whose entry it controlled (*e.g.*, the guide dot would always be, say, at the lower right hand corner of the stamp). However, we find that *on the same plate*, some guide dots are located level with the tops of stamps, while others are level with the bottoms of stamps.

Table 1 summarizes the plates TCC&Co made for the 1851-57 issues, grouped by the number of reliefs on the transfer roll.^{26, 27}

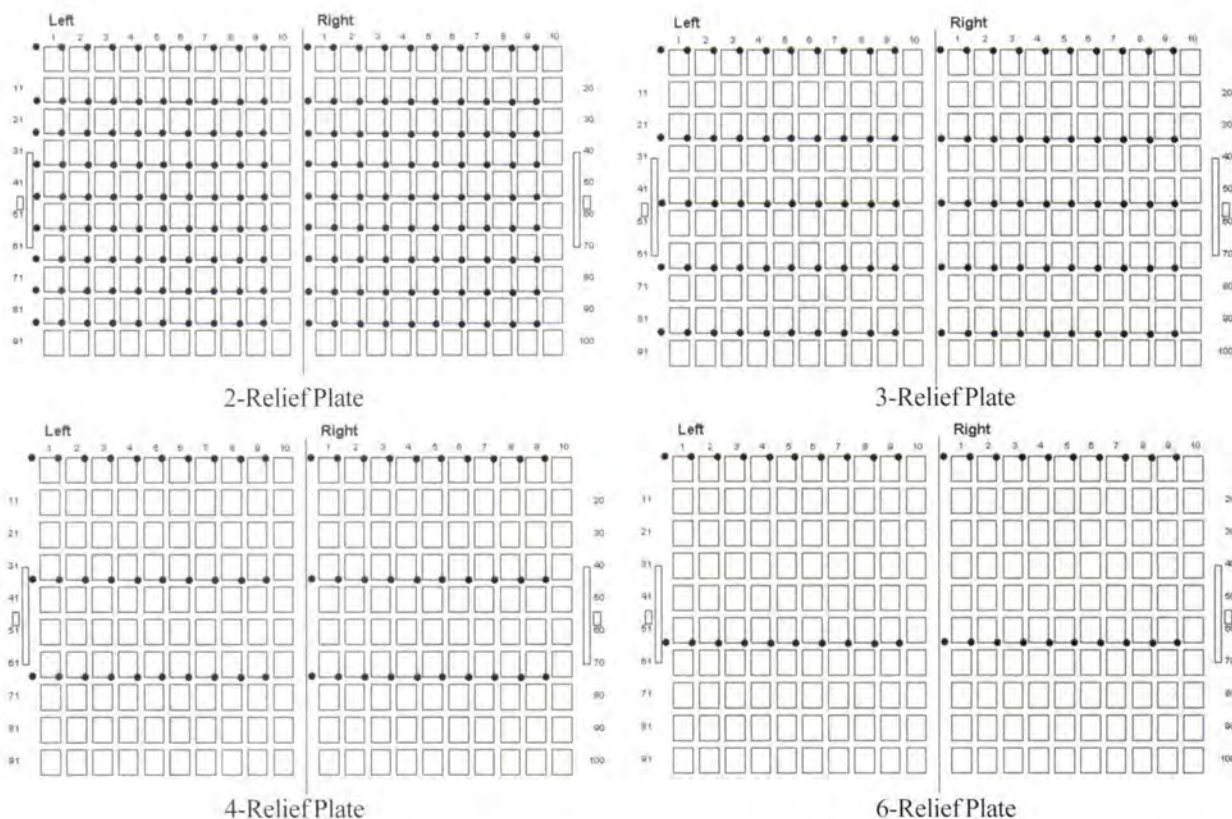


Figure 17. Guide Dot Locations on 2, 3, 4, and 6 Relief Plates

Entry of the Plates (3-relief Transfer Roll)

# of Reliefs	Plates	# of Guide Dots
2-Relief	12¢ plate 1,3 ²⁸	180
3-Relief	1¢ plates 1-3, 11-12; 3¢ plates 0-8; 10¢ plate 1; Franklin Carrier plate 1	100
4-Relief	5¢ plate 1; 30¢ plate 1; 90¢ plate 1; Eagle Carrier plate 1	60
6-Relief	1¢ plates 4-5, 7-10; 3¢ plates 9-28; 5¢ plate 2; 10¢ plate 2; 24¢ plate 1	40

Table 1

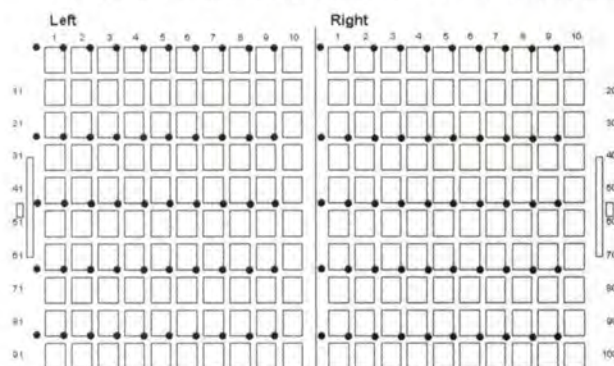


Figure 18. Guide dot locations on 3-relief plate

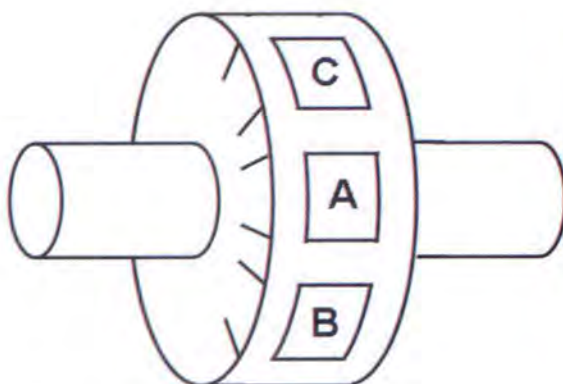


Figure 19. Drawing of 3-relief transfer roll with marks scribed on the flat side even with the top and bottom edge of each relief

relief "B" at the bottom. Other plates entered with a 3-relief transfer roll would have been entered in a similar manner.²⁹

Engraving firms normally incise marks on the side of transfer rolls level with the center, top and bottom of each relief on the roll.³⁰ The siderographer uses these marks as an aid in affixing the side point alongside the transfer roll, as well as in judging where to end each rock of the transfer roll (see Figure 20).

It is not known what the actual transfer press (or presses) used by TCC&Co looked like. It may have resembled the contemporary ones shown in Figures 4 and 5. It no doubt was not as advanced as the presses shown in Figures 6, 7 and 8, but the principles of operation would have been very similar. In the ensuing discussion, the more modern transfer press will be used for ease of illustration.

The plate is placed on the bed of the transfer press, where it is free to move in any direction. A transfer press usually has an adjustable guide at one or both sides to

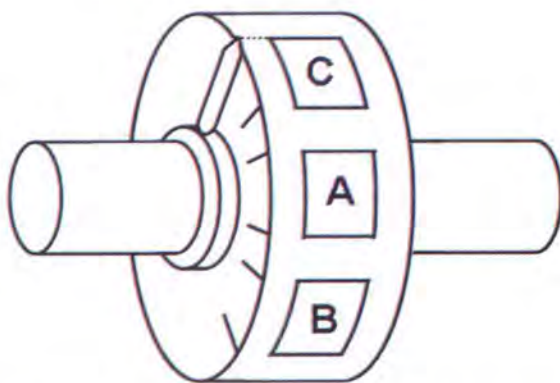


Figure 21. Drawing of transfer roll with side point positioned to top of upper ("C") relief. Used for the entry of rows 1-3.



Figure 20. Transfer roll in transfer press, showing marks on side of roll at top and bottom of relief. Courtesy of Michael Bean.

make the plate parallel with the side of the transfer roll prior to applying pressure.³¹ Once the plate is aligned properly, it can be fastened in place. The first entry is normally placed in the lower right-hand corner of the plate.³²

Entry of the first three positions (10R, 20R, and 30R)

A side point similar to the one shown in Figure 10 was placed around the mandrel at the left side of the transfer roll, and rotated so that the tip of the side-point was *even with the top of the first relief*, and then secured in position with the set screw (see Figure 21).

The siderographer would take the transfer roll in his hand, set the roll on the plate with the top edge of the top relief closest to him and the side point facing down, and place the tip of the side point into the controlling guide dot. This dot is located at the upper right corner of position 9R, and the dot was plainly visible because position 9R had not yet been entered. The top of the first relief (the "C") was now flush with the plate surface, and thus the "C" relief would have been the first thing transferred to the plate. The guide dot on position 9R controlled the transfer of the first three positions: 10R, 20R and 30R.³³ See Setting 1 in Figure 22.

The transfer press bed and plate, with the transfer roll sitting upon it, was slid back, away from the siderographer, until the mandrel was directly beneath the bearers, which press down on both ends of the mandrel (see Figure 23).³⁴

The transfer press has a large hand-wheel at the right side that is used to move the bed (and the plate upon it) forward and back (see Figures 7 and 8). It also has an

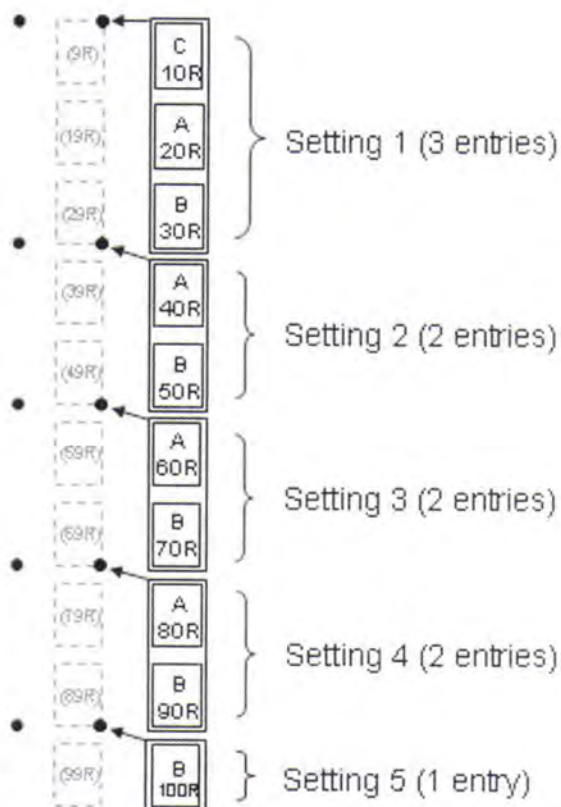


Figure 22. Diagram showing sequence of entry for the first vertical column (as viewed on printed stamps). Arrows point to the guide dot used to position the transfer roll for each of the five settings. Stamps shown as connected were transferred in a single setting. Dotted boxes at left show where the second vertical column will be entered next.

adjustable foot lever, which forces the bearers

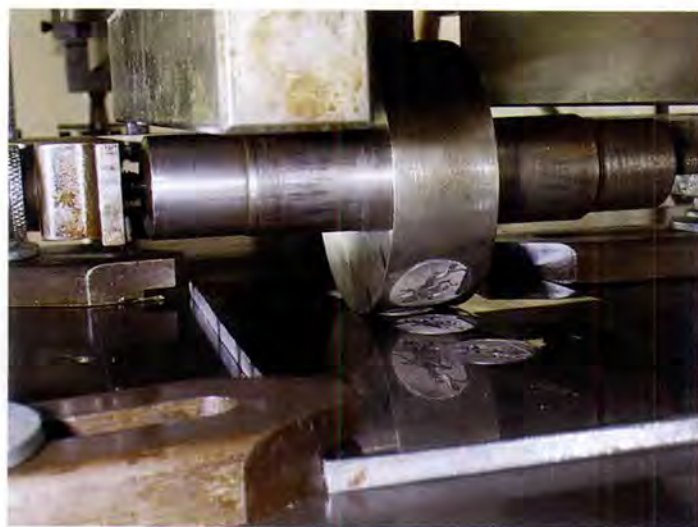


Figure 23. Transfer roll in transfer press with ends of mandrel beneath the bearers which apply the pressure. Courtesy of Michael Bean.

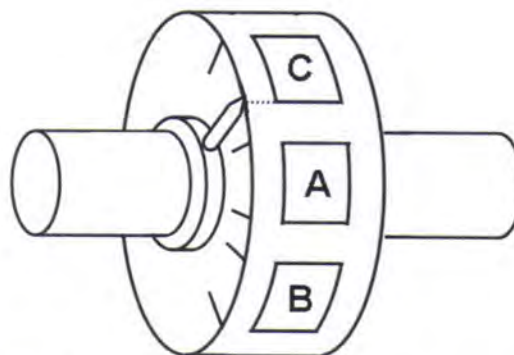


Figure 24. Drawing of transfer roll with side point positioned to bottom of upper ("C") relief. Used for the entry of rows 4-5, 6-7 and 8-9, with the "C" relief used as the guide relief.

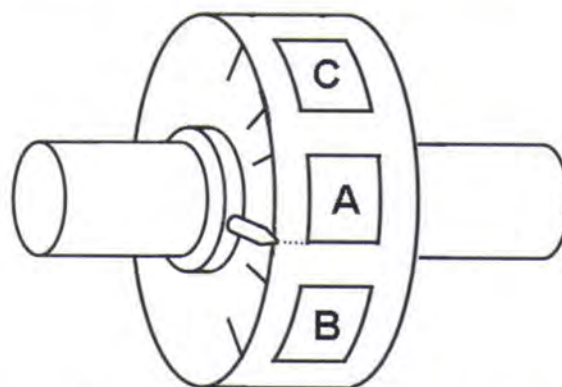


Figure 25. Drawing of transfer roll with side point positioned to bottom of middle ("A") relief. Used for the entry of row 10, with the "A" relief used as the guide relief.

downward, and is capable of applying enormous pressure. The intense pressure applied by the bearers causes the transfer roll to turn as the bed and plate are moved forward and back.

To begin, the hand-wheel was turned so that the sliding bed and plate moved toward the siderographer. This movement was continued until the bottom of the third relief was reached. The marks on the side of the transfer roll aided the siderographer in determining when to reverse the direction of the plate (see Figure 20). It took a series of back-and-forth movements of the plate, with the pressure being steadily increased on each pass, to completely transfer the full depth of all three stamp designs to the plate. After completing the transfer of the three entries, the pressure was released and the plate and transfer roll were slid forward from under the bearers to prepare for the next transfer.³⁵

Entry of Positions 40R and 50R

The siderographer picked up the transfer roll, loosened the side point set screw, and rotated the side point until *it was even with the mark at the bottom of the first relief*, and then secured it with the set screw (see Figure 24).

The tip of the side point was placed into the guide dot that is found in the lower right (LR) corner of position 29R (see Setting 2 in Figure 22). This positioned the bottom edge of the guide relief "C" over the bottom edge of the already entered position 30R on the plate. The siderographer wiggled the transfer roll until the raised lines on the guide relief were meshed in with the recessed lines at the bottom of position 30R.³⁶ The guide dot provided the approximate position for the transfer roll, and the meshing in (or "dropping in") ensured the exact position.

The plate with the transfer roll sitting upon it was again slid beneath the bearers and pressure applied. The back-and-forth rockings were repeated, transferring the two lower reliefs on the transfer roll, "A" and "B," to the plate (positions 40R and 50R). The guide relief was rocked partway over the lower part of position 30R to assure that the top of position 40R would be entered to its full depth. However, the bottom of 30R was *not* pressed out, *because of the mesh of the guide relief*. Due to the minor differences in each 3¢ relief, the characteristics of the bottom of the "C" (guide) relief would be superimposed over the bottom of the guided into position 30R, a "B" relief.³⁷ The extent of the guide relief influence depended largely on how far and how strongly the siderographer happened to rock the guide relief into its guide position.³⁸ After positions 40R and 50R had been entered, the pressure was released and the plate and transfer roll were slid forward to get ready for the next transfer.

Entry of Positions 60R and 70R

No adjustment was needed to the side point to enter these two positions. It remained as shown in Figure 24. The tip of the side point was placed into the guide dot found in the LR corner of position 49R (see Setting 3 in Figure 22). The same procedure used to enter 40R and 50R was repeated to enter 60R and 70R.



Figure 26. 100R11i showing "11th row"

Entry of Positions 80R and 90R

Again, no adjustment was needed to the side point for these entries. The tip of the side point was placed into the guide dot found in the LR corner of position 69R (see Setting 4 in Figure 22). The procedure described above was repeated to enter 80R and 90R.

Entry of Position 100R

At this point, the siderographer needed to adjust the side point so that the middle relief (instead of the top relief) would be the guide relief. He repositioned the side point until it was *even with the mark at the bottom of the second relief* and secured it (see Figure 25). We call this change in guide

relief the "10th row adjustment." Its purpose will be described below.

The siderographer placed the tip of the side point into the guide dot found in the LR corner of position 89R (see Setting 5 in Figure 22). This positioned the bottom edge of the *middle* relief on the roll (the "A"



Figure 27. Close-up of top edge of 3¢ stamp design appearing in the bottom margin below position 100R11i. The stamp below has been superimposed in order to demonstrate that this line is the top edge of another stamp.

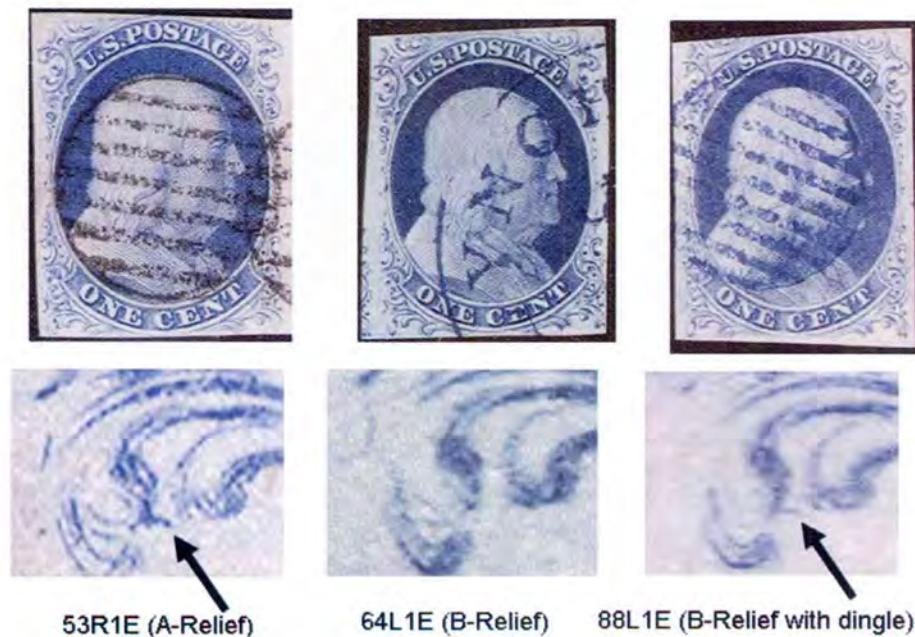


Figure 28. 1¢ "A," "B" and 9th row "B" reliefs to illustrate "the dingle"

relief) over the bottom edge of position 90R on the plate. Thus, the "A" relief became the guide relief. The third relief on the transfer roll, (the "B" relief), was transferred to the plate as position 100R. The over-rocking of the "A" guide relief into position 90R (which was a "B" relief) superimposed "A" relief characteristics into position 90R, instead of "C" relief characteristics, which had been superimposed into positions 30R, 50R and 70R.

Reason for the 10th Row Adjustment

The purpose of the 10th row adjustment was to prevent the transfer of the top of a partial additional entry (an "11th row") into the bottom margin below the tenth row stamp. If the top relief had been used as the guide relief when entering position 100R (or any bottom row position), the middle relief would have rocked in position 100R. The over-rocking needed to fully enter the bottom of 100R into the plate would have entered a

small portion of the top part of the bottom "B" relief on the transfer roll into the bottom margin of the plate.

Undoubtedly the best example of an "11th row" transfer is found below position 100R11i of the 3¢ stamp, illustrated in Figure 26.³⁹ An irregular horizontal line can be seen in the bottom margin 1.0mm below the bottom edge of the stamp. This line is actually the top edge of the "US POSTAGE" label, as demonstrated in Figure 27. The removal of these extraneous marks on

the plate would have required additional work during the plate finishing process, and it was in order to avoid this extra work that TCC&Co devised the 10th row adjustment.



Figure 29. 97R1L showing traces of an 11th row



Figure 30. 100R2 showing traces of an 11th row

Evidence of 10th Row Adjustment (1¢ Stamp)

The three reliefs on the 1¢ transfer roll used to enter plates 1, 2 and 3 are called “T,” “A” and “B” (instead of “C,” “A” and “B”). Most ninth row (“B” relief) stamps on these plates show in the lower left corner a fragment (irreverently named “the dingle” by Nathan Shmalo) of the partly erased left full plume that exists only on the “A” relief (see Figure 28).

This fragment was superimposed over the bottom of the 9th row “B” reliefs because of the 10th row adjustment. In the cases where the siderographer failed (forgot?) to make the 10th row adjustment, the 9th row positions do *not* show this dingle. This is because the top (“T”) relief was used as the guide instead of the “A” relief, and the “T” relief does not have the dingle.

TCC&Co entered the first five full vertical columns on the 1¢ Plate 1 Early (the 10R, 9R, 8R, 7R and 6R columns) without making the 10th row adjustment. Positions 96 through 100R are therefore all “A” reliefs, and these positions show traces of the 11th row in the bottom margin (see Figure 29). Positions 86 through 90R do not show the dingle. The remaining 15 entries in the bottom row are all “B” reliefs, so it appears that TCC&Co became aware of the 11th row problem after fully entering the first five columns on the plate.⁴⁰

In addition, when plate 2 of the 1¢ was made in the fall of 1855, the 10R column was also entered without making the 10th row adjustment, resulting in position 100R2 being an “A” relief, and traces of an 11th row being created (see Figure 30). It may well be that TCC&Co made stamp plates so infrequently that they simply forgot this adjustment was needed.

There is also a slight difference in spacing between the reliefs on this transfer roll. The top (“T”) and middle (“A”) reliefs are 0.5mm apart, while the middle (“A”) and bottom (“B”) reliefs are 0.6mm apart. Measuring the distance between a 9th and 10th row stamp is another method of determining which relief was used as the guide relief for entering the 10th row position. These guide relief effects were first discovered by Nathan Shmalo and Mark Rogers.⁴¹

Evidence of 10th Row Adjustment (Franklin Carrier Stamp)

The Franklin Carrier plate was entered using a 3-relief roll, and the spacing between the upper and middle reliefs is noticeably wider than the spacing between the middle and lower reliefs. As can be seen in Figure 31,



Figure 31. The left three vertical columns, left pane, of the Franklin Carrier reprint showing variation in the space between horizontal rows. The upper five rows are India white paper proofs and the lower five rows are the first issue of reprints on rose paper (Scott LO3).

the horizontal gutters below rows 1, 3, 5 and 7 are wider than below rows 2, 4, 6, 8 and 9. The narrow gutter below the ninth row demonstrates that the middle relief on the transfer roll was the guide relief when the tenth

row was entered, proving that the 10th row adjustment was made.

Figure 32 shows two enlargements from Figure 31 to better illustrate the spacing differences. The left pair, positions 61-71L1, shows the wider spacing below 61L1 (a seventh row stamp) and the narrower spacing below the sixth and eighth rows (above 61L1 and below 71L1). The right pair, positions 81-91L1, shows the narrower spacing below 81L1 (a ninth row stamp) as well as the narrower spacing below the eighth row (above 81L1).



Figure 32. Enlargements from Figure 31 to illustrate differences in horizontal spacing.

Additional Evidence in Support of the Guide Dot Usage Method

The distance and alignment of many guide dots do not line up precisely with the position(s) they controlled. This can be explained because the guide dots were used to provide an *approximate* location of the transfer roll before the siderographer dropped in the guide relief. What happens when a guide dot is severely misplaced?

Two examples of grossly misplaced guide dots on the 1¢ plates can be cited. The first misplaced guide dot is in the lower right corner of 88R2, and it controlled the entry of 99R2, the well-known Type III. This dot was placed significantly lower than it should have been.⁴² It was used to control the *original* entry of 99R2, which was entered noticeably low and to the right (see Figure 33).

An enlargement of positions 98-99R2 from the block in Figure 33 is illustrated in Figure 34, and it shows the misplaced guide dot used for 99R2, as well as the normally-placed guide dot used for the entry of 98R2.

It isn't known why the "dropping in" of the guide relief did not locate the bottom of 89R2. It probably was too far away to mesh in, and the siderographer did not detect this until it was too late.

It also isn't known why the first entry of 99R2 is shifted to the right when the guide dot is shifted down but not to the right. We leave this for the next



Figure 33. 78-80R2/98-100R2 showing the misplaced entry of 99R2

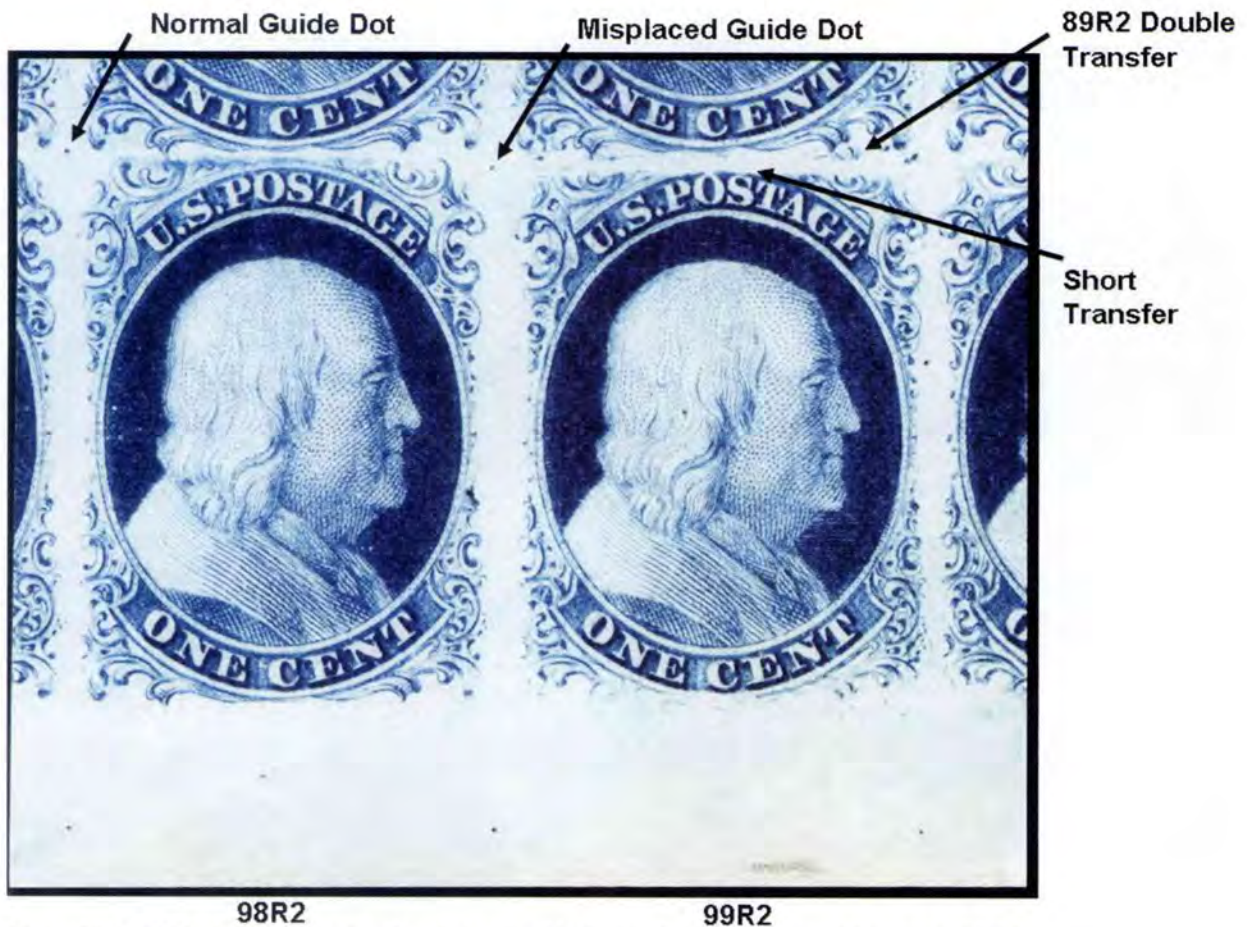


Figure 34. 98-99R2 with 99R2 showing the misplaced guide dot (too low) at the lower right corner of 88R2

generation of students.

Since the guide relief had failed to mesh into position 89R2, the upward over-rocking during the original entry of position 99R2 created the strong double transfer at the bottom of 89R2, as can be seen in Figure 34.

In order to correct the out-of-place entry of 99R2, TCC&Co erased and fresh-entered 99R2 to make it even with the other bottom row stamps. This fresh entry was not rocked in fully at the top (*i.e.*, it was short-transferred), evidently to avoid further disfiguring 89R2 and having to fresh-enter that position as well.⁴³ Ashbrook states that 99R2 was also short-transferred at the bottom, although "there was no occasion to do so." Another plausible explanation is that the bottom of 99R2 is incomplete because there were significant remnants of the too-low original entry in the bottom margin even after the fresh entry, and the burnishing needed to remove them erased the bottom of 99R2.

Many traces of the misplaced original entry of 99R2

Figure 35. Arrows at right point to strong remnants of first entry of 99R2

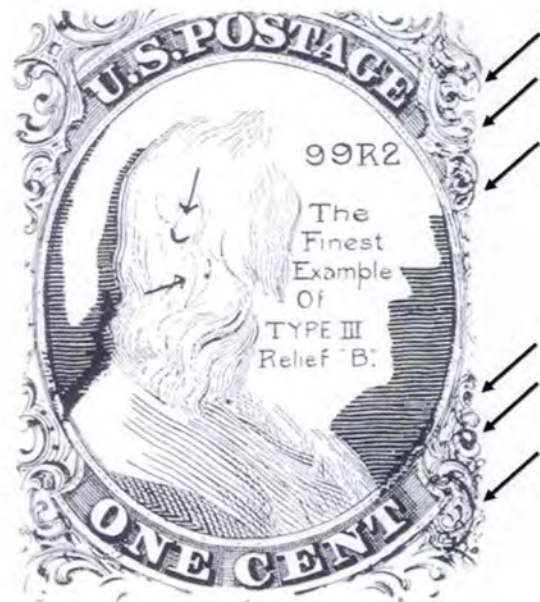




Figure 36. 61-62R9 pair showing low placement of 62R9. The horizontal dotted line even with the top of the head has been added to illustrate this.

are visible as the double transfer, particularly at the right side (see Figure 35). The likely reason the fresh entry of 99R2 was not moved further left to where it should have been is that the strong right-side remnants from the original entry would then have been obviously visible in the margin between 99R2 and 100R2. During the erasure procedure, these remnants could not be completely removed without damaging the 100R2 entry because the original 99R2 entry was so close to it.

The other misplaced guide dot, which is also much too low, is on 51R9.⁴⁴ This plate was entered using a 6-relief transfer roller, and the dot on 51R9 controlled the entry of 62-72-82-92R9. These four positions, entered from one setting, are too low relative to the rest of the plate, but no corrections were attempted. Illustrated in Figure 36 is a horizontal pair, positions 61-62R9, which shows the misplaced guide dot that caused the alignment problem. Additionally, the figure clearly shows that 62R9 is lower than 61R9.

The over-rocking at the top during the entry of these four positions did not mesh with position 52R9, which caused a pronounced double transfer at the bottom of 52R9 (see Figure 37), similar to the one found on 89R2. In this case, 52R9 is an "F" relief, and the doubling at the bottom is from the bottom part of the "B" guide relief.

The 10¢ Plate 1 – An Oddity

On the face of it, the pattern of guide dots on the 10¢ plate 1, a 3-relief plate, do not appear similar to any of the other 3-relief plates (see Figure 38, showing guide dots in the lower left corner), but the reason is simple – the transfer roll was flipped around and used in an

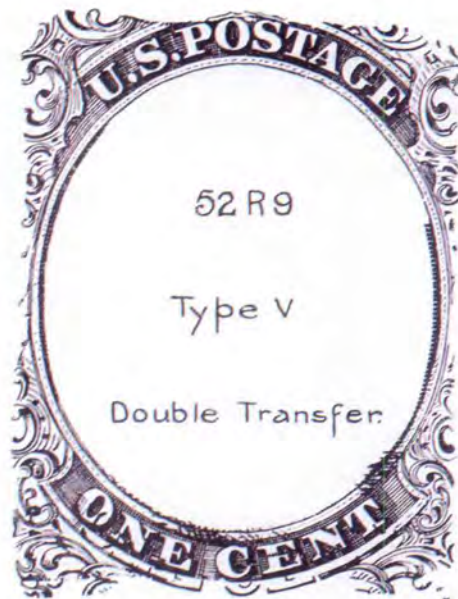


Figure 37. Diagram of 52R9



Figure 38. 10¢ type I stamp from the bottom row showing guide dots in lower left corner. If the stamp is viewed upside down, the guide dots fit the top row dot pattern shown in Figure 22. The reason there is a second dot is unknown.

inverted position. In this way, the bottom of the third relief on the transfer roll was the first thing put on the plate, and not the top of the first relief as was done on all other plates. If this plate is viewed rotated 180°, with upside-down stamps, the guide dot pattern matches the other 3-relief plates precisely.

This plate was made in 1855. It seems probable that TCC&Co flipped the transfer roll to protect the bottom “full shells” of the Type I “C” relief based on their experience with the bottom of the Type I 1¢ design.⁴⁵ This inversion would mean that the full shells were the *first* thing transferred to the plate, and they would not risk damage by being guided into.⁴⁶ In addition, the full shells being at the top of the first relief meant that they would only be used when entering the “top row,” and never for the rest of each column, where they would be subject to ironing-out (see Figure 22).

The 2-Relief Plate

TCC&Co appears to have made only one plate from a 2-relief roller, the 12¢ plate 1 (see Figure 39).⁴⁷ Each column required 9 separate settings of the transfer roll. To enter the 10R column, the side point was positioned at the top of the first relief as in Figure 21, the tip of the side point was placed in the guide dot at the UR corner of position 9R, and positions 10R and 20R were rocked in. Next, the side point was moved so it was even with the bottom of the first relief as in Figure 24. The side point tip was placed into the guide dot at the LR corner of position 19R, the bottom of the first relief was dropped into the bottom of position 20R, and position 30R was entered. Positions 40R through 100R were entered by repeating this step seven additional times.

With only two reliefs, there was no need for a 10th row adjustment—the upper (guide) relief went into the 9th row, and there was nothing beneath the lower relief to cause an 11th row partial entry.

This understanding of how the first 12¢ plate was made allows us to settle the long-standing debate over

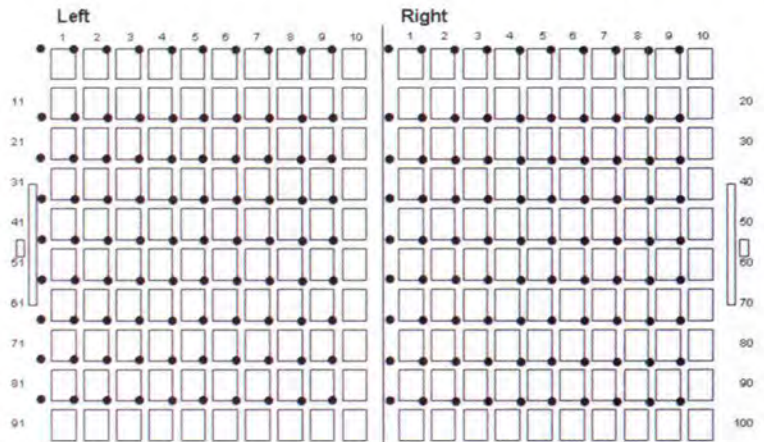


Figure 39. Guide dot locations on 2-relief plate

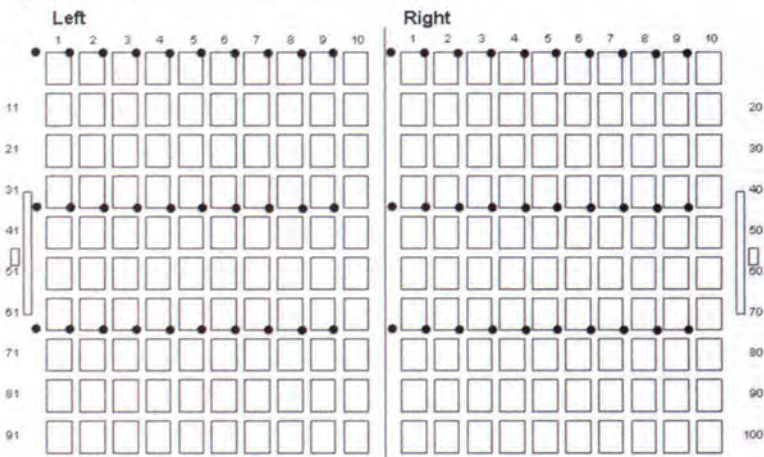


Figure 40. Guide dot locations on 4-relief plate

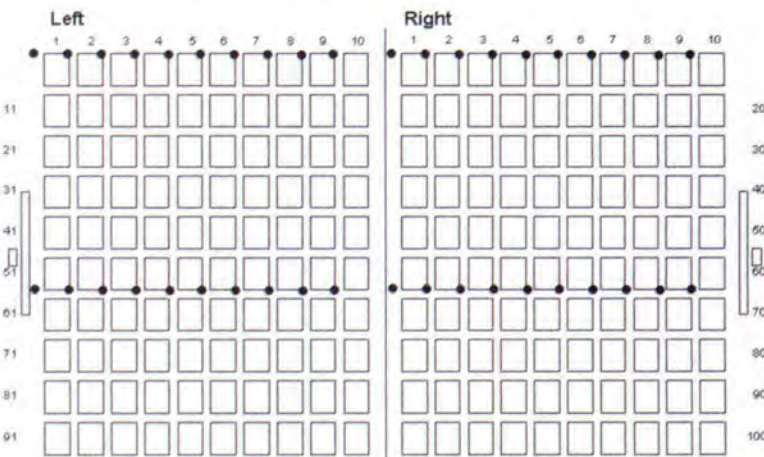


Figure 41. Guide dot locations on 6-relief plate

whether it was made with a 1-relief or a 2-relief transfer roll. The top row stamps were entered with a different relief than the balance of the plate, and James Allen has

identified the differences between the two reliefs. See his article, "The 1851 12¢ Imperforate (Scott U.S. #17): Plating Update and Additional New Findings," elsewhere in this volume.

The 4-Relief Plates

Each column in the 4-Relief plates required only three settings of the transfer roll (see Figure 40). To enter the 10R column, the side point was positioned at the top of the first relief, the tip of the side point was placed in the guide dot at the UR corner of position 9R, and positions 10R, 20R, 30R, and 40R were rocked in as a unit. Next, the side point was moved so it was even with the bottom of the first relief. The side point tip was placed into the guide dot at the LR corner of position 39R, the bottom of the first relief was dropped into position 40R, and positions 50R, 60R, and 70R were entered. The side point was then fit into the guide dot at the LR corner of 69R, and positions 80R, 90R, and 100R were similarly entered. The "D" relief used to enter 100R did not have another relief beneath it, thus there was no 11th row problem.

The bottoms of the 4th and 7th row "D" reliefs show guide relief influence at the bottom, due to the bottom of the "A" relief being guided into it. The bottom row "D" reliefs do not exhibit this influence.⁴⁸

The 6-Relief Plates

As can be seen in **Table 1**, TCC&Co made numerous 6-relief plates (see Figure 41). These plates were primarily created for stamps that would be perforated. The 6-relief plates *did* need a "10th row adjustment" (actually a "7th to 10th row adjustment"). Each column required only two settings of the transfer roll. To enter the 10R column, the side point was positioned at the top of the first relief, the tip of the side point was placed in the guide dot at the UR corner of position 9R, and positions 10R, 20R, 30R, 40R, 50R and 60R were rocked in. Next, the side point was moved so it was even with the bottom of the *second* ("B") relief. The side point tip was placed into the guide dot at the LR corner of position 59R, the bottom of the "B" relief was dropped into position 60R, and positions 70R, 80R, 90R and 100R were entered.

The bottoms of the 6th row "F" reliefs show guide relief influence at the bottom, from having the bottom of the "B" relief guided into it. The bottom row "F" reliefs do not exhibit this influence.⁴⁹

Entry by Vertical Columns Dictated by the Placement of the Guide Dots

At one time, plating enthusiasts and other students of the 1851 issues argued whether plate entry was done in complete vertical columns or horizontally row by row. For example, the theory was proposed that after positions 10R, 20R and 30R were entered, the next positions entered were positions 9R, 19R and 29R, etc. The conclusion they generally reached was vertical entry, and our findings show that is correct. As we have demonstrated, all 10 stamps in a vertical column were entered top-to-bottom before starting to enter the next column. Actually, the placement of the interior guide dots *prevented* any direction of entry other than vertical.

Assume, for a moment, that the plate was entered with the 3-relief transfer roll by moving horizontally across the top of the plate (e.g., positions 10R, 20R, 30R, followed by positions 9R, 19R, 29R, positions 8R, 18R, 28R, etc.) instead of vertically. After the first three horizontal rows had been completely entered, the siderographer would have next entered the 4th and 5th horizontal rows, 40R and 50R, 39R and 49R, etc. As can be seen in Figure 22, the guide dot in the LR corner of 29R is used to position the transfer roll for the entry of 40R and 50R. However, *this dot would now be obscured because position 29 had already been entered on top of it*. This proves conclusively that it would have been impossible for the order of entry to have been in a horizontal direction.⁵⁰

Conclusion

It has been more than 60 years since Elliott Perry published his explanation of the guide relieving process, but few students have realized its importance. The lack of comprehensive examination of this technique, a lack of understanding of the function of the guide dots, and an unfamiliarity with the phenomenon of ironing-out has allowed certain myths and mysteries about the 1851 issue to remain far too long. The authors hope that this article will play a part in the better understanding of the 1851-57 issues.

Acknowledgments

The authors wish to acknowledge Keiji "KG" Taira for all his contributions in the area of guide relieving. It is through many hours of conversations with him that we have come to finally write this article. Nathan Shmalo

and Mark Rogers deserve sole credit (and gratitude) for discovering the guide relieving effects seen on the 1¢ stamp. We sincerely hope that Nathan's use of the term "dingle" will endure as the accepted term for this guide relief influence. We are grateful to Wilson Hulme and Roy Weber who provided generous editorial assistance. Finally, we must thank the many students, scholars and authors (too numerous to mention) who have preceded us.

Endnotes:

¹James H. Baxter, *Printing Postage Stamps by Line Engraving*, reprint of original volume published 1939 by the American Philatelic Society (Lawrence, Massachusetts: Quarterman Publications, 1981) [141 pp., illus.]; L.N. Williams, *Fundamentals of Philately*, rev. ed. (State College, PA: American Philatelic Society, 1990) [880 pp., illus.]

²John N. Luff, *The Postage Stamps of the United States* (New York: The Scott Stamp & Coin Co., Ltd., 1902), p. 65.

³Elliott Perry, *Pat Paragraphs*, reprint ed. (Takoma Park, MD: Bureau Issues Association, Inc., 1981) [xvi+648 pp., illus.], pp. 76-80. "Guide Relieving" is the use of an extra relief on a transfer roll to "guide into" a previous entry on a plate.

⁴Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-57* (New York: H.L. Lindquist, 1938), 2 vols. [I, xiii+324 pp., illus.; II, xv+368 pp., illus.], Vol. I, pp. 21-28.

⁵Figure 4 shows an early transfer press where the hand lever forces the beam to move back and forth on top of the transfer roll, thereby rotating it. Figure 5 shows another early transfer press where the transfer roll is turned, thereby forcing the plate to move back and forth. Figures 6, 7 and 8 show a later design where the siderographer turns the large wheel, forcing the plate to slide back and forth and thereby rotating the transfer roll.

⁶W.L. Ormsby *A Description of the Present System of Bank Note Engraving, Showing its Tendency to Facilitate Counterfeiting: To Which is Added a New Method of Constructing Bank Notes to Prevent Forgery* (New York: W.L. Ormsby; London: Willoughby, 1852) [viii, 101 p., [12] leaves of plates : illus.]

⁷Baxter, p. 55.

⁸*Ibid.*, p. 52. Indeed, modern postage stamps printed using the intaglio process are invariably produced using a single relief transfer roll.

⁹Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861* ([United States: U.S. Philatelic

Classics Society, Inc., 1972) [xix+552 pp., illus.], pp. 167-168; Neinken, *The United States Ten Cent Stamps of 1855-1859: The Plate Reconstructions, Some Postal History and Postal Markings of the Stamps* (New York: The Collectors Club, 1960) [252 p., ill.], p. 30.

¹⁰As will be seen, the good vertical spacing is a serendipitous *byproduct* of guide relieving, but not the *cause* for guide relieving.

¹¹Ironing out has been suggested before, but no one seems to have grasped its fundamental importance.

¹²Elliott Perry, "Discovery of the Guide Reliefs on the Multiple Relief Transfer Rolls of 1851-60," *Chronicle*, Vol. 17, No. 3 (Whole No. 50)(June 1965), p. 99.

¹³Williams, pp. 225-226

¹⁴Baxter, pp. 60-61.

¹⁵Perry named the extra relief a "guide" relief, believing its purpose was to guide the transfer roll into the proper position. It would seem a more accurate name might have been something like a "non-ironing-out" relief.

¹⁶Baxter, p. 52.

¹⁷When taking up the second relief on the roll, the raised lines at the bottom of the first relief would have been crushed when they came in contact with the blank part of the die.

¹⁸Baxter, p. 52.

¹⁹Williams, p. 216.

²⁰The problems TCC&Co encountered with the 1¢ stamp were actually more involved. The reader is referred to the Ashbrook and Neinken One Cent books for further information. Ashbrook, pp. 87-88, Neinken, *One Cent*, pp. 43-44 and the article "Reexamining the Origin of Plate 1 of the 1¢ Stamp of 1851" in this volume.

²¹For instance, the 1¢ plate 4 and the 10¢ plate 1.

²²Ashbrook, Vol. I, p. 233; Eugene C. Reed, "Toppan Carpenter: Another Chapter," *Collectors Club Philatelist*, Vol. 67, No. 5 (Sept-Oct 1988), p. 304.

²³The other three frame lines did not transfer well either (but not due to ironing out), and most of them were also recut.

²⁴Elliott Perry, *United States 1857-1860 Issue*, Mekeel Booklet #39 (Beverly, MA; Portland, ME: Severn-Wylie-Jewett Co., [19—]) [63 pp., illus.]; Perry, *Pat Paragraphs* #35, pp. 76-80, Perry, *Chronicle* 50, pp. 97-99, Perry, "Relief-Roller Entry on Certain Plates for 1851-Issue Stamps," *Chronicle*, Vol. 18, No. 3 (Whole No. 53)(October 1966), pp. 120-121, Perry, "Guide Relief Process for Manufacture of 1851-'60 Plates," *Chronicle*, Vol. 20, No. 4 (Whole No. 60)(November 1968), pp. 126-128.

²⁵Ashbrook correctly describes which dot controlled which stamp entries on p. 111 of his 1¢ book. However, in the very next paragraph, he proposed other possibilities to explain Plate 1 Early of the 1¢. See the article “Reexamining the Origin of Plate 1 of the 1¢ Stamp of 1851” in this volume for a more complete discussion.

²⁶There is documentary evidence that plate 6 of the 1¢ and plate 2 of the 12¢ were made, but as no stamps have ever been identified from these plates, they have been omitted from the summary.

²⁷The last five plates made by TCC&Co, namely the 1¢ plates 11 and 12, the 12¢ plate 3, the 30¢ plate 1 and the 90¢ plate 1, are exceptions. These plates, made beginning mid-1860, have the second type of imprint reading “Toppan Carpenter & Co. Philadelphia” (TC&Co) and were made using somewhat different methods. Neinken, *One Cent*, pp. 478-79. TC&Co’s non-stamp business merged with six other banknote companies on May 1, 1858 to form the American Bank Note Company, and it may be the stamp plate transferring operation had been phased out by mid-1860. The presence of the “secret mark” on the 1¢ plate 11 and 12 stamps (see Neinken, *One Cent*, p. 469) suggests the original die had left the possession of TC&Co, so perhaps the manufacture of these five plates was contracted out to another engraving firm.

²⁸The 12¢ plate 3 appears to have been made from a 2-relief roll, but using a somewhat different procedure. This issue is under study at the present time.

²⁹The Franklin Carrier plate is a “mirror image” of the other 3-relief plates.

³⁰Baxter, p. 52.

³¹If this guide was not properly adjusted parallel with the side of the transfer roll, a vertical column of entries can be out of alignment. The ninth vertical column of the left pane of plate 3 of the 3¢ stamp (“the three rows”) is probably the best example of this to be found on the TCC&Co plates.

³²Baxter, p. 59.

³³Standard plate notation used by philatelists gives the position followed by the “pane” of the plate. (Every TCC&Co plate had two panes of 100, left and right). Positions 10, 20 and 30 of the right pane of the plate are denoted as “10R,” “20R” and “30R” and are the top three stamps in the right-hand vertical column. For a complete designation, the position is followed by the plate number. If the plate has an early, intermediate and/or late state, the state is denoted last. For example, position 10 of the right pane of plate 1 in its early state is denoted as 10R1E.

³⁴Baxter, *op cit.*, p. 49.

³⁵The designs here are actually being transferred to the lower right corner of the plate in an inverted position. It is simpler to understand the process if we rotate everything 180° and assume that the siderographer starts in the upper left corner of the plate (with right-side up designs) and works downward. Stamps printed from the upper left corner of the plate are those in the upper right corner of the printed sheets. We will describe the plate-making process from the viewpoint of the printed stamps rather than the siderographer’s orientation to the plate.

³⁶Williams, pp. 221-22.

³⁷See the authors’ “A Detailed Study of the 3¢ 1851 Relief Characteristics” in this volume for a very detailed description of guide relief influence on the 3¢ stamps.

³⁸It appears that sometimes the over-rocking went at least halfway up into the previous entry. As Perry noted, the “gash on shoulder” from the “C” guide relief was occasionally imparted into a former “B” relief. This issue is covered in depth in the authors’ “A Detailed Study of the 3¢ 1851 Relief Characteristics” in this volume.

³⁹This variety, caused by forgetting the 10th row adjustment, occurred when plate 11 was reentered in 1858, and not when the plate was first made in 1857. The cause was still the same.

⁴⁰Plate 1 of the 10¢ was entered “upside down” by flipping or inverting the transfer roll. This plate also required an adjustment when making the last entry in a column, (*i.e.*, any position in the top row). Interestingly, when this plate was made in the spring of 1855, TCC&Co neglected to make the “1st row adjustment” when entering first two columns (1L1 and 2L1 are from the middle relief on the roll).

⁴¹*The Carrier*, private newsletter by Mark D. Rogers, November 1994, p. 3.

⁴²Neinken, *One Cent*, pp. 181-85.

⁴³Ashbrook, Vol. I, p. 202 (and repeated by Neinken, *One Cent*, p. 184).

⁴⁴Neinken, *One Cent*, pp. 424-25.

⁴⁵Baxter, p. 49.

⁴⁶The Neinken 10¢ book had it almost right in the diagram on page 31. However, the diagram shows 18 of the 20 Type I “C” reliefs pointing to the wrong guide dots.

⁴⁷Plate 3 of the 12¢, apparently made in 1860, appears to have been made using a 2-relief transfer roll, as previously mentioned.

⁴⁸Perry, *Pat Paragraphs*, p. 77.

⁴⁹Perry, *Pat Paragraphs*, p. 79.

⁵⁰There are many “footprints” on the stamps that provide clues to the order of entry. Perhaps the best-known examples are the shoulder curls on plate 7 of the 1¢ stamp. Neinken, *One Cent*, pp. 366-70.

Part II.

An Introduction to the One Cent Stamp of 1851-1861

by Hubert C. Skinner

"On the first day of July in the year eighteen hundred and fifty-one, the United States Government issued its first stamp, bearing a value of One Cent."¹ With these words, Stanley B. Ashbrook introduced his classic study of the 1¢ stamps. The near poetic phraseology and meter of this, his first sentence, reveals Ashbrook's deep affection and dedication to the subject of this work, his widely revered two volume *opus magnum* on the 1¢ stamps. For example, Dick Graham reported that these two volumes are "Called by some the greatest philatelic work ever written . . ."² It is to Stanley B. Ashbrook and his successor, Mortimer L. Neinken, that we owe so much of what is known today about the 1¢ stamps of the eighteen fifties.

It is not intended here to review the complete history of research on the first 1¢ stamps, but a few notes seem appropriate. At the turn of the last century, John N. Luff's *Scott Standard Catalogue* listed three types (designs) of 1¢ stamps: I, II and III. By 1902, Luff had added a Type IV (the recut design) and three subtypes—Ia, Ib and IIIa—to the catalogue listings.³ These types are substantially the same as those listed today.

In early 1914, Dr. Carroll Chase, in his *Notes on the 1c U. S. 1851-7*, reviewed this previous history and suggested the addition of a Type IIIB for all "Type III with the *side ornaments more or less cut away*," reserving Type IIIA for those with "*full side ornaments*."⁴

In February 1922, in a pamphlet of only 35 pages, *The Types of the United States One Cent of 1851-1857*, Stanley B. Ashbrook added Type Ic, reaffirmed Type IIIA to include only those Type III stamps broken at either top or bottom but not both, and renamed Chase's Type IIIB as Type V (side ornaments incomplete).⁵ Four years later, Ashbrook expanded his study to include notes on plate layout, the original die, the T, A, and B reliefs, the twelve plates [including plates 5-12 from which only perforated stamps were issued], and plate varieties. This work includes many descriptions and diagrams of individual plate positions, shifts, double and triple transfers, etc., representing his exacting and extensive study of the 1¢ stamps.⁶ Ashbrook's lengthy study of the 1¢ stamps culminated in his definitive two

volume work published by H.L. Lindquist in 1938, *The United States One Cent Stamp of 1851-1857*. The careful study by Ashbrook and other students of the 1¢ stamps and their varieties continued unabated until Ashbrook died in early 1958. Neinken and others continued this work until (a full third of a century later, in 1972) the United States Philatelic Classics Society published Neinken's detailed revision of Volume One of Ashbrook's *magnum opus*. This magnificent volume presented the results of many years of extensive study and refinement on the original work, corrected some errors that had become apparent and added much additional plating data and a fresh approach to the 1¢ stamps. This volume did not include nor revise the postal history and other data from the original Volume Two, nor did it replace the usefulness and value of Ashbrook's Volume One as a classic reference. Rather, it stands alongside the original Ashbrook as an additional classic reference work on the 1¢ stamps of 1851-1857.

Endnotes:

¹Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857: The Study and Story of a Single United States Stamp, the First of a Value of One Cent to Be Issued by Our Government; Also a Review of the Postal History and Postal Markings of the above Period* (New York: H.L. Lindquist, 1938), Vol. I, p. 1.

²Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861* ([United States]: U.S. Philatelic Classics Society, Inc., 1972), p. xvi.

³John N. Luff, *the Postage Stamps of the United States* (New York: Scott Stamp & Coin Co. Ltd., 1902), p. 52.

⁴Carroll Chase, *Notes on the 1c United States 1851-7* (New York: Stanley Gibbons, Inc., [1918]), a 5 page pamphlet reprinted from the *Philatelic Gazette* of January 1914.

⁵Stanley B. Ashbrook, *the Types of the United States One Cent of 1851-1857* ([United States: The Author?], 1922).

⁶Stanley B. Ashbrook, *the Types and Plates of the U.S. One Cent 1851-1857* (New York: Scott Stamp & Coin Co., 1926).

Part IIA.

The Types and Plates of the 1¢ Stamp of 1851-1857

by Hubert C. Skinner

The 1¢ stamp with the portrait of Benjamin Franklin as the central design was printed from eleven plates over ten years extending from mid-1851 to early August 1861.¹ Stamps with this design were in use from 1 July 1851 until late 1861 when they were demonetized due to the advent of war and the apparent necessity to invalidate the stamps remaining in stock in Southern post offices. These eleven plates were serially numbered with two states of Plate One due to re-entry in May 1852.² These two states have been designated Plate One Early and Plate One Late by early students of the 1¢ stamps (Luff, Chase, Ashbrook, *et al.*). The other ten plates used were plates Two, Three, Four, Five, Seven, Eight, Nine, Ten, Eleven and Twelve. Recent scholarship and examination of the Travers Papers indicate that Plate Six was made, but not completed successfully, and, therefore, not used to produce finished stamps.

The 1¢ stamps issued in 1851 were printed from Plate One Early with left and right panes of 100 subjects each (in ten rows of ten entries; all of the plates had this configuration). Based on the three different reliefs (T, A and B) on the transfer roll used to enter Plate One and differences in the completeness of the entries from the reliefs, four design types have been designated on Plate One: Types I, IB, II and IIIA. All 200 subjects on Plate One Late were re-entered (in May 1852) and all but one were recut, producing stamps of Type IV (recut) in 199 positions and a single Type II in position 4R which escaped the recutting tool. Plate Two (late 1855) produced 198 Type II stamps and single examples of two other types, III (99R2) and IIIA (100R2; this position can be either Type II or IIIA depending on plate wear). All 200 positions from Plate Three are Type II and the stamps printed from this plate exist only imperforate. Plate Four (April 1857) produced stamps of five types, Type IA, IC, II, III and IIIA. Types IA and IC exist only on this plate. Two plates, Plate One Early and Plate Three, produced only imperforate stamps; Plate One Late, Plate Two and Plate Four exist imperforate and beginning in July 1857 sheets from these plates were issued perforated. All stamps from Plate Five and Plates Seven through Twelve were issued only with perforations.

Because stamps of the various types exist on more than one plate and the distinctions between these types are not easily discerned by nonspecialists, it appears

necessary to review all of the 1¢ types here in this anniversary volume to provide accurate descriptions of the types used to define the 1¢ stamps during the last several decades. Thus, for purposes of clarity, all of the imperforate 1¢ stamps are included herein, but the perforated stamps from Plate Five and Plates Seven through Twelve are excluded from consideration in this volume.

The Types of the 1¢ Stamps of 1851-1857

The review presented here of the type designations of the 1¢ stamps is not the work of this writer. These descriptions and diagrams are drawn from the previous literature, most of which is cited above, and are the product of decades of study by the dedicated and gifted students listed in the preceding paragraphs. It is an awesome responsibility to summarize these works and this task is not undertaken lightly. It is hoped that few mistakes or errors of interpretation will mar this section. For purposes of clarity and presentation, some bibliographic citations will be omitted here. These type designations are well known to specialists and their original sources are well documented in the previous literature. This writer is indebted to Harvey Bennett of Matthew Bennett, Inc., who illustrated the 1¢ types in brilliant color in his sale catalogue for the Anthony M. Smith Collection (sold on June 27, 2002). Harvey graciously consented to allow us to use these magnificent illustrations here.

The production of the plates from which these stamps were printed and the methodology utilized in their manufacture is described elsewhere in this volume. The methods and techniques of plate production are responsible for creating the different types as recognized by students of the 1¢ stamps and as listed in standard catalogues. As stated above, each of the eleven plates consisted of two panes of 100 stamps, 200 positions in all. Each pane is sequentially numbered from the upper left corner to the lower right corner; each individual position in each pane is designated 1L to 100L in the left pane and 1R to 100R in the right pane, followed by the number of the plate from which it was produced. Thus, the Type One imperforate stamp, the only one of this type among the imperforate stamps, is designated 7R1E

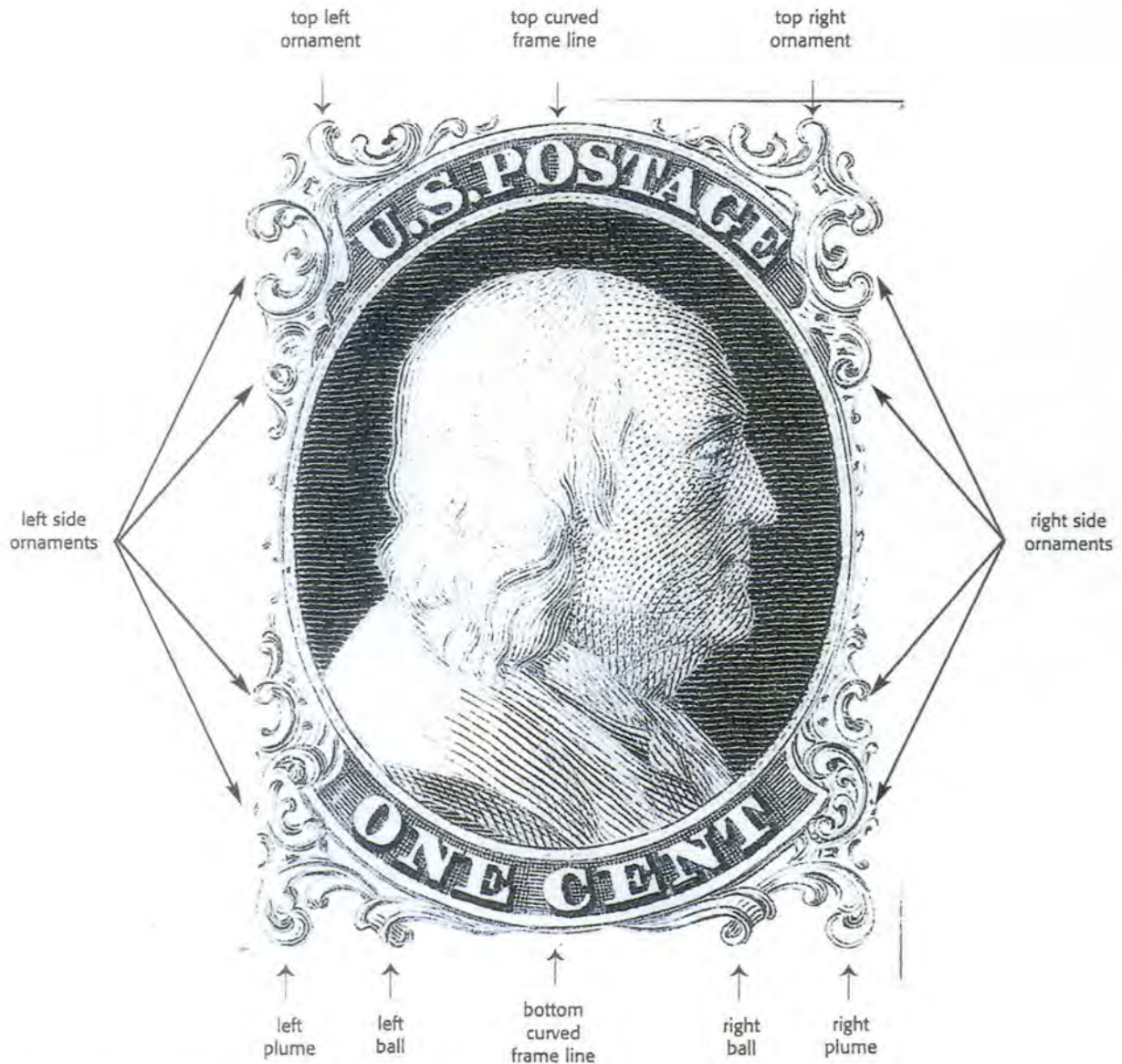


Figure 1. Proof of the 1875 1¢ Reissue

as it is from position seven in the top row of the right pane of Plate One Early.

The 1¢ Types

The 1¢ stamp is one of the most beautiful stamps ever produced, a magnificent artistic design that is a tribute to the engraver's art. The beauty of the 1¢ design can be viewed above in the diagram for Type I, complete exactly as it was engraved on the original die with all of the top and side ornaments, the scrolls, the balls, the

plumes and the outer lines framing the design full and complete. The illustration of the Type I design shown here is taken from a proof of the 1875 reprint (re-issue). The most important of the marginal design elements are labeled here; these descriptive terms are used to discriminate the various types and subtypes designated by Stanley B. Ashbrook and other students of the 1¢ stamps.

Type I is illustrated here by a proof from a new design engraved in 1875 to produce reprints for the Centennial Exposition in 1876. All of the marginal elements of the

design are complete as they were on the original or master die in 1851. These marginal elements are labeled above. Small portions of these elements are missing from most of the 1¢ stamps printed from the imperforate plates (Plates One Early, One Late, Two, Three and Four) due to short transfers, burnishing or wear. Further, elsewhere in this volume, Dick Celler discusses how "ironing out" or "press-out" is another significant cause of missing elements in the designs. Of the 1,000 different positions; only position 7R1E exists with a design virtually complete among the stamps issued without perforations.

The Design

According to Stanley B. Ashbrook and Mortimer L. Neinken, "No Model or preliminary design" for the 1¢ stamp is known.³ The central design is a handsome classic bust of Benjamin Franklin, the colonial postmaster general who was appointed by the Continental Congress as the first PMG of the independent colonies in 1775 and, later, of the United States of America (1787). John K. Tiffany, in his classic work on United States stamps, described the central bust of Franklin in detail but did not record the source of the design.⁴ John N. Luff did not indicate the source of the design for the Franklin bust in his 1902 book. In his first volume on the 1¢ stamps, Ashbrook reported:

The earliest reference I have on this subject is an Article in the *American Philatelist* by Joseph B. Leavy some seventeen or eighteen years ago. Mr. Leavy stated:

The head of Franklin portrayed on the 1¢ stamps was taken from a bust executed by Guiseppe Cerrachi, an Italian sculptor, born in Rome, July 4, 1751. The bust was made in 1784 during Franklin's residence in Paris and is now one of the treasures of the Pennsylvania Academy of Fine Arts in Philadelphia. Cerrachi endeavored to secure the good offices of Franklin in the furtherance of his ambition to come to America commissioned to execute a monument commemorative of the Revolution."

(Cerrachi was guillotined in 1792, according to Helen Henderson's book on the Pennsylvania Academy collections.)⁶

This bust, attributed to Cerrachi and known as the "Cerrachi bust," is almost certainly the source of the central design on the 1¢ stamps. Further, Ashbrook reported that the "Cerrachi bust," after more than a century had elapsed, was determined in 1928 to be "in reality the work of Jean Jacques Caffieri." The Franklin bust on the 1¢ design in combination with the Washington vignette from the 3¢ stamps appeared as

part of the design used by Toppan, Carpenter & Co. to print \$10 bank notes in the 1850s; the two vignettes, thus, may have been stock dies already prepared and in possession of the printers.

The Franklin bust design may have been engraved by John W. Casilear in 1849, the year he joined the firm, which then became Toppan, Carpenter, Casilear & Co. The 1¢ design was originally intended as a 6¢ stamp as shown by the original essay submitted by Toppan *et al.*⁷ The design was changed to the 1¢ value "because of the necessity for this low value stamp."⁸ William C. Smillie, a letter engraver, may have executed the lettering and possibly the scrollwork in the frame of the 1¢ stamp design. Henry Engard Saulnier, another member of this firm, probably was the siderographer who entered the designs onto Plate One.

Initially, a transfer roll bearing three subjects with the complete design as engraved on the master die was prepared; this roll remains unnamed. It was intended to enter three positions in vertical rows of three with one setting of this transfer roll. After the first vertical row of three positions was laid down, the process was stopped probably because the workmen realized that the designs were spaced too far apart or due to some other procedural difficulty. The steel plate was then turned over, hammered from the back, smoothed with a burnishing tool and polished.⁹ Then, the plate was placed back into the transfer press, but inverted from the first position and the ten positions 10-9-8-7-6-5-4-3-2-1R were entered in that order forming the top row of the right pane. Eight positions of these were burnished and reentered, but 1R1E and 2R1E were erased, leaving only eight positions entered with the unnamed original transfer roll. All eight show double transfers due to the reentries in these eight positions. A new roll designated Transfer Roll No. 1 was prepared with three reliefs, Relief "T," "A" and "B." It was used to transfer the remaining positions on Plate One. The original transfer roll was discarded and its use was abandoned.

The foregoing is based on the earlier studies of Plate One by Ashbrook (1926, 1938) and Neinken (1972); a different theory is presented in Dick Celler's article, "Reexamining The Origin of Plate 1 of the 1¢ Stamp of 1851," which follows immediately in the present volume. That article presents the results of more recent studies of Plate One by Celler, *et al.*, and incorporates information from key documents not known to Ashbrook and Neinken. The Celler Theory is designed to point out inconsistencies in the older studies of how Plate One Early was laid out and to present a more plausible explanation of how Plate One was made.

Unfortunately (or fortunately, if you revere the many types of 1¢ stamps), as the original design could not be fitted into the 200 positions within the space available on each of the steel plates, the reliefs on the transfer roll were trimmed to allow them to fit into this space without touching or overlapping the designs of adjacent positions.¹⁰ Only one position, 7R1E, the seventh position in the top row of the right pane of Plate One Early, has a virtually complete design and, thus, has been recognized as the only full Type I position on the imperforate plates. This is the rarest of the general issue United States postage stamps and is the "cornerstone" of a collection of 1851 1¢ postage stamps. All of the other positions on the plates

from which the imperforate stamps were printed have elements of their designs missing at top, or bottom, or both. The Type I stamps from Plate Twelve were produced from a new die and differ in minor details of their design from 7R1E. All of the Plate Twelve stamps were issued perforated.

Type I

A Type I engraved stamp from position 7R1E exhibits a virtually complete design as it was engraved on the original master die. Only miniscule elements of the left plume, the left ball and the right ball at the bottom of the design did not transfer clearly enough to be visible on the issued stamps from this position. Actually, the design was entered *twice* in position 7R1E. The first entry was approximately one millimeter to the right of the final design and was largely erased. As a result, the design of 7R1E is distinctly doubled by remnants of the first entry and is "shifted" approximately one millimeter to the right of the final design. This major double transfer is clearly visible in the letters of "POSTAGE" in the upper label and "ONE CENT" in the lower label. The best known doubling is exhibited by radial dashes in the "O" of "POSTAGE" at two, four, eight and ten as compared to the face of a clock and by the fully doubled scrolls at the top of the top right ornament. Also, close examination will reveal that the oval double line frame "encircling" the vignette is obscured along its right side by the rightward shift of the lined background surrounding the head of Franklin. The details of the major double transfer evident in the design of 7R1E add



Figure 2. The only imperforate Type I stamp issued showing the full design as it was engraved on the original master die is position 7R1E.

greatly to the interest and fascination of this position for those privileged to examine an actual copy of the rare Type I stamp with a magnifier.

This adhesive stamp, the imperforate full design Type I 1¢ stamp issued in 1851, is known widely and colloquially as "the 7R1E." The interest in and passion for this stamp is comparable to that shown for the 5¢ 1847 and the Penny Black of Great Britain. The serious collectors of United States stamps who do not hold a reverent attitude toward the 7R1E are probably fewer in number than the very few who actually do possess an example on or off cover.

7R1E is a truly *rare* stamp. It is the rarest *general issue* United States postage stamp and has its own

Scott Catalogue number, Scott No. 5. We exclude here accidental errors from the printing, perforating and grilling processes even though some of these may have their own Scott number. Among the classic inverts only the 24¢ inverted Jenny is known to exist in a larger number of copies than 7R1E, but the "upside down Jenny" and the other recognized classic inverts were *accidental*, not generally issued. Certain listed grilled stamps, considered great rarities, could have been produced by accidental variations in machining the grill areas on the grilling rollers or by coincident double grills. The 1¢ "Z" grill may have been some sort of essay or trial grill not intended for general issue. At the very best, the grill varieties and sizes are confusing and controversial. How many examples of 7R1E are known to exist? Many dealers, collectors and even some seasoned auctioneers are inclined to underestimate the number. Recently, Scott R. Trepel provided an analytical list of copies *confirmed* and tabulated in the Wagshal census.¹¹ There are 90 confirmed examples. These include: 22 covers (one is a front); 3 unused copies (one is in an irregular block of eight, 4-9/14-15R1E; one is rejoined to a matching pair in a strip of three; one is an unused single); 65 used copies off cover (six with an adjoining stamp in a pair; three as part of a strip of three); and 56 off-cover used singles.

The Subtypes of Type I

Three subtypes of Type I have been designated, Type IA, Type IB, and Type IC.¹² These types are listed in the *Scott Specialized Catalogue of U.S. Stamps & Covers*

(and, thus, in many auction sales catalogues) with small letters: Type Ia, Type Ib and Type Ic. However, as Mortimer L. Neinken continued to use the capital letters in his classic 1972 revision of Stanley B. Ashbrook's Volume I (1938), we will use the capital letter designations herein.

The Type IA design (Scott No. 6, 19 [perforated]) is full and complete at the bottom but is incomplete at the top. This subtype is present in 18 of the 20 positions in the bottom row of Plate Four and nowhere else; the other two bottom row positions are Type IC. Both of these types, Type IA and Type IC, are known only from Plate Four and were entered from a new transfer roll with six reliefs, all different from those on the 3-relief transfer roll. The old transfer roll with three reliefs was discarded and never used again. The Type IA and Type IC designs from the bottom row of Plate Four were entered from Relief "F" on the new roller which had been made in early 1857. The eight or nine Type IC positions¹³ were altered slightly by burnishing after the 200 positions on the plate had been laid down.

The design of Type IB is fully complete at the sides and top but the balls and plumes at the bottom are slightly incomplete as the burnishing tool removed small portions of the balls and plumes to make the somewhat too tall 1¢ design fit into the space allotted for each position. This accommodation became necessary after the ten top row positions of the right pane had been entered and the siderographer who "laid down" the images on the plate realized that the design was too tall to fit into the space available (Ashbrook, 1938; and Neinken, 1972). Dick Celler's 1¢ article which follows this one presents a new and different theory based on more recent research and plating studies.

Each of the six positions classified as Type IB differs slightly in the elements missing at the bottom of each design. As described above, position 7R1E escaped the burnishing tool and is classified as Type I. Type IB stamps were printed from positions 3-4-5-6 and 8-9R1E. The two positions flanking 7R1E, the full design Type I, are 6 and 8R1E. These two Type IBs are the most nearly complete at the bottom and are considered prime examples of the type. The other four are somewhat less complete and, thus, are less satisfying as examples of Type IB. The two best examples and the four lesser examples are listed and valued separately in *Scott's United States Specialized Catalogue*; however, all six are listed under Scott No. 5A.

100R4



Figure 3. In Type IA, the design is complete at the sides and bottom, but the top elements of the ornaments and the outer line at center are missing at the top.

produced from Relief "E" on the new 6-relief transfer roll. All of them occur in the fifth and ninth rows on the finished plate and all are less complete in the "balls" and "plumes" than 91R4 and 96R4.¹⁷ Once "unlisted" and well known only to advanced collectors, Type IC stamps are now listed in the Scott Catalogue as Scott No. 6b (imperforate) and Scott No. 19b (perforated).

Type IA

The Type IA stamps come only from the ten positions in the bottom row of the left pane of Plate Four and eight of the ten positions in the bottom row of the right pane. Positions 91R4 and 96R4 are both Type IC and are the finest examples of the Type IC stamps on Plate 4. All twenty positions were entered from Relief "F," the sixth relief on the then new 6-subject transfer roll used for the first time on this plate. Type IA is beautifully complete at the bottom but woefully incomplete at the top due to the "shortness" of Relief "F."

Type IB

There are six positions in the top row of the right pane of Plate One Early that are classified as Type IB. These six positions, 3-4-5-6 and 8-9R1E, are the *only* examples of Type IB. The two most highly desired examples of Type IB are positions 6 and 8R1E that adjoin the full design position, 7R1E, to the left and right. These two positions exhibit the most nearly complete designs among the remaining types and examples of the 1¢ stamps of 1851. Positions 3-4-5 and 9R1E are even less

complete than positions 6 and 8R1E, are less sought after by collectors, and are listed and priced separately in Scott's *United States Specialized Catalogue*. Each of the Type IB stamps exhibits a double transfer, ranging from a minor to a major double transfer. In fact, all ten positions in the top row have double transfers, including the three Type II stamps in positions 1, 2 and 10R1E.

The handsome pair of Type IB stamps shown below (from the Anthony M. Smith Collection) exhibits the incomplete bottom characteristics of both the premium position 8R1E (at the left) and one of the lesser IB stamps, position 9R1E (at the right). Thus, it allows us to compare directly one of the best examples with a lesser example of this rare type.

Type IC

The best examples of Type IC are positions 91R4 and 96R4 from the bottom row of the right pane of Plate Four; both were entered from Relief "F" on the 6-subject transfer roll. The other six positions generally classified as Type IC are 81, 82 and 89R4 from the right pane and 47, 49 and 83L4 from the left pane. All of the six positions less complete than 91R4 and 96R4 are from the fifth and ninth horizontal rows of the two panes and were entered with Relief "E" which has a Type IC design, incomplete at the top and missing small portions of both balls and the right plume at the bottom. Neinken states: "In this author's opinion there are seven such positions of the 'E' relief. 49R4 should be listed as Type IC."¹⁷ If we accept Neinken's opinion (and this writer suggests we should), there are seven lesser examples and two best examples, a total of nine Type IC stamps from Plate Four.

8-9R1E



Figure 4. In Type IB, the design is full and complete at the top, but the plumes and balls at the bottom are slightly incomplete in the best examples of Type IB, positions 6R1E and 8R1E, and are even less complete in 3-4-5 and 9R1E.

Further, Neinken comments: "There are two other positions, which in very early printings were Type IC and later became Type IIIA, viz.: 41R4, and in a few very early printings, 45R4."¹⁸ Type IC is so similar to Type IA that it is considered a subtype of Type IA. It was so designated by Ashbrook in 1922 *et seq.* and he suggested that it should not be listed in the standard catalogue. Some years ago, Scott began listing the subtype and more recently gave it separate status with its own catalogue number, Scott No. 6b.

91R4



Figure 5. Type IC, a subtype of Type IA, is the same as Type IA at the top with the top ornaments cut away and the top line missing. It differs in that, at the bottom, the right plume and the balls are not complete.

Type II

The imperforate complete Type I design and each of its subtypes, IA, IB and IC, occur on a single plate. Type II, however, occurs on each of the five plates from which the imperforate stamps were printed.

Position 10R1E is quite unusual as it is a Type II stamp entered from the original full design roller but "erased" more at the bottom than positions 3-6 and 8-9R1E (all Type IB) and, thus, too incomplete to be classified as a Type IB. Aside from position 10R1E and the Type II stamps from Plate Four, each of the Type II positions was entered from one of the three reliefs shown above (each distinctive from the others) on the new Transfer Roll No. 1 that was made to replace the unnamed original transfer roll after the single Type I (7R1E), the six Type IB designs (3-6, 8 and 9R1E) and 10R1E (Type II; see above) had been entered in the top row of the right pane of Plate One Early and the original transfer roll had to be discarded and replaced by a new transfer roll (see the discussion of "The Design" above). The drawings shown here are reproduced from Ashbrook, 1938, Vol. I, pp. 98-99.

The outer curved frame line is complete (but *not* recut) at both the top and bottom on all three reliefs ("T," "A" and "B") and this is one of the constant



Figure 6. The three reliefs: Relief "T" - Relief "A" - Relief "B"

characteristics of Type II. Only the Type II stamps from Plate Four and position 10R1E (described above) are complete at the top. Otherwise, the Type II stamps are incomplete at both the top and bottom. The lower portions of the left and right plumes and the left and right "turned under" balls are missing due to trimming the bottom of all three of the Type II reliefs. Small portions of the top ornaments are missing from each of the three designs due to trimming the designs on the transfer roll. The top of Relief "B" is nearly complete at the top but very small portions of the top ornaments are missing. The drawing shown below (from Ashbrook, p. 99) illustrates the minute differences in the design at the top and the bottom of the three reliefs on Transfer Roll No. 1. It should be noted that, except for the recut outer curved frame line(s), Type II = Type IV.¹⁹ The Type II stamps are listed as Scott No. 7.

In Figure 8a, a wide-margined top sheet margin single shows the incomplete design at the bottom and at the top of a premium example of a Type II stamp from the top row of Plate Three. Top row stamps from this elusive plate are highly desirable and this is a fine example of a top row Type II stamp printed in a rich early shade of the intense blue that is characteristic of Plate 3. The top row stamps on this plate were entered with Relief "T" from Transfer Roll No. 1 (three reliefs: "T," "A" and "B"). In Figure 8b, a wide-margined single Type II stamp from the top row of Plate Four illustrates the rare Plate Four Type II which occurs only in the twenty top row positions of Plate Four. These twenty positions were entered from the new Transfer Roll No. 2 (six reliefs: "A," "B," "C," "D," "E" and "F"). Note that the top of the design is complete and that small portions of the turned under balls at both left and right can be perceived

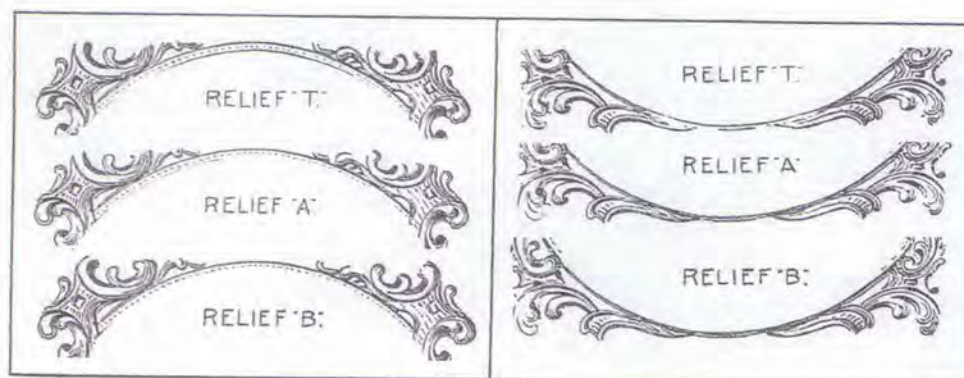


Figure 15 E.

Figure 7. The three reliefs in Type II stamps



Figure 8a. Type II – top row of Plate 3



Figure 8b: Type II – top row of Plate 4

in this relief (Relief “A”). The Type II stamps from the top rows of Plate 3 and Plate 4 are relatively rare and are eagerly sought after by specialists. Even though Type II stamps from Plate One Early and Plate Two are the most common of the Type II 1¢ imperforate stamps, choice examples clearly showing the type characteristics generally command premium prices when sold. Further, even though almost 600 of the 1,000 positions on the five imperforate plates are Type II, the Scott value of an ordinary example of Type II is significantly higher than the value of a Type IV stamp (Scott No. 9) which occurs in only 199 positions on Plate One Late. This is because far more stamps were printed from Plate One Late than from plates One Early, Two, Three, or Four.²⁰

Imperforate Type II stamps (Scott No. 7) occur on Plate One Early (at least 160 positions), Plate One Late (one position only), Plate Two (198 positions), Plate III (200 positions) and Plate Four (20 positions). The total count cannot be exact as there are several “swing positions” that are Type II or Type IIIA depending upon the amount of plate wear during the life of the plates (see Ashbrook, Neinken, Celler *et al.*) Type II stamps occur also on Plate Eleven and Plate Twelve, but stamps from these plates were issued only perforated and thus are beyond the scope of this volume.

Plate Two – The “Big Flaw”

The reconstruction of the “Big Flaw” from Plate Two (shown below) illustrates the most spectacular crack or flaw from any 1¢ plate. Further, it shows examples of Relief “T” (top row), Relief “A” (second row) and Relief “B” (third row), the three reliefs used to enter the positions on Plate Two. The top row on both panes was entered with Relief “T”; the other nine rows alternate, with Relief “A” used to enter rows two, four, six and eight on both panes. Relief “B” was used to enter rows three, five, seven, nine and ten on both panes. An

important exception is position 100R2 that was entered with Relief “A,” not Relief “B.”²¹ The illustration of the “Big Flaw” reconstruction allows the reader to see examples of the three reliefs from Transfer Roll No. 1 in position as they were used to enter the top three rows of Plate Two.

The big Plate Two flaw is a major defect in the left pane of Plate Two that is readily noticeable in the issued stamps from positions 2L2, 12L2, 13L2 and 23L2 and is somewhat less noticeable in 33L2. It extends nearly vertically through the three top rows of the left pane (see illustration). Many specialists in the 1¢ 1851 stamps have referred to this major plate variety as the “Big Crack.” Stanley B. Ashbrook, the premier early student of this issue, preferred to use the term “Big Flaw” as he believed that the defect was caused by a flaw in the steel of the plate rather than damage caused by trauma.²² This illustration is included here both to demonstrate the differences in the three reliefs (“T,” “A” and “B”) used to enter Plate Two and to show one of the outstanding plate varieties of the 1¢ value. Ashbrook illustrates an intact upper left corner block of nine (1-3L2, 11-13L2, 21-23L2) with the “Big Flaw” extending from the top margin above 2L2 down through 12 and 13L2 and down the full length of 23L2 terminating at the point where it would have extended into 33L2 had this position been present.²³ In 1999, Gerald L. Moss published a lengthy article titled “New Views of the 1-Cent 1855 ‘Big Crack’.”²⁴

Type III

In the Type III stamps (Scott No. 8) the top and bottom curved frame lines above and below the inscription labels reading “U. S. POSTAGE” and “ONE CENT” are broken at the middle and various other elements of the design are missing at the top and bottom. The side ornaments are virtually complete. On Type III stamps from plates Two and Three (as in Type II), the turned under balls and parts of the plumes at the bottom are missing and portions of the top ornaments at left and right have been removed. On Type III stamps from Plate Four, the turned under balls and parts of the plumes at the bottom are not missing but are incomplete with portions of the turned under balls visible. In Type II stamps, the outer curved frame lines are unbroken. In Type III stamps, the outer curved frames lines are broken at both the top and the bottom. In Type IIIA (Scott No. 8A), the outer curved frame line is broken at either the top or bottom but not at both. Due to excessive plate wear a Type II position may develop a break in an outer curved line and, thus, is a Type IIIA stamp and a very

late printing from a Type IIIA position may produce a Type III stamp with breaks at both the top and the bottom of the design.

The best example of Type III is position 99R2, the next to last position on the right pane of Plate Two. It has enormous breaks in both the top and bottom outer curved frame lines (see illustration below). It is the only example of Type III on Plate Two. In addition, 99R2 has a distinctive major double transfer that is clearly visible in Ashbrook's drawing of this position.²⁵

The color illustration on the left shows the handsome full-margined example from the Anthony M. Smith Collection. The drawing in Figure 11 from Ashbrook's classic work shows the prominent double transfer along the right side of the design, below the "O" of "ONE", and in the hair of Franklin's head. For further details of the elements of the double transfer and of the placement of the original entry and the reason for the short transfer of the "fresh entry" see Ashbrook's description of this position²⁶ and Celler and Omiya's article on the guide relieving method, earlier in this book.

Type IIIA

The Type IIIA stamps are similar to the Type III stamps except that the outer curved frame line is broken at either the top or bottom, but not at both. Imperforate Type IIIA positions occur on Plate One Early, Plate Two and Plate Four. Type IIIA stamps occur also on Plate Eleven and Plate Twelve, but stamps from these plates were issued only perforated and thus are beyond the scope of this volume.

The Type IIIA stamp illustrated in Figure 12 is from Plate One Early and is from the position directly below the rare Type I stamp, 7R1E. A tiny portion of the left plume of the rare Type One can be seen at the top of the design of 17R1E in the example shown here. Both the nice wide break at the top and the unbroken outer curved frame line at the bottom are clearly visible in this stamp. A Type IIIA stamp



Figure 10. Position 99R2



Figure 9. The Big Plate Two Flaw (Crack)

from Plate Four with a very wide break at the top is shown in Figure 13

As noted by Dick Celler, the preponderance of Type IIIA positions have the top line incomplete. Only positions 81L1E, 59R1E, 100R1E, 100R2 and 3L4 are Type IIIA with the bottom line incomplete. Of these five positions, only 81L1E is Type IIIA in all printings. The other four are "swing" positions that started out as Type II stamps with weak bottom lines, which in later printings became broken.

Type IV

About late May, 1852 (Eku 8 June 1852), Plate One was re-entered, 199 of the 200 positions were recut, and the plate was hardened to improve the printing quality and to enable the plate to be used for further printings.²⁷ This re-entered and recut plate is known as Plate One Late. The stamps from Plate One Late (with one to four recut lines) are designated Type IV (Scott No. 9). Only



Figure 11. Ashbrook sketch

one position, 4R1L, escaped the recutting tool and is thus a Type II design (Scott No. 7).

A Type IV stamp recut at top and bottom is illustrated at right above. At the right, position 4R1L is shown, the only position on Plate One Late that is not recut. It is a Type II stamp eagerly sought after by specialists, especially in a pair or a larger piece showing both types. In addition to the Type II position, there are seven



Figure 12. Position 17R1E

different varieties of recut stamps designated Type IV. These are:



Figure 13. Plate Four

Outer curved frame line recut at both top and bottom (see illustration above) – 113 positions
Outer curved frame line recut at top only – 40 positions
Outer curved frame line recut at bottom

only – 8 positions
Curved frame lines recut once at top, twice at bottom – 21 positions
Curved frame line recut twice at top, once at bottom – 4 positions
Curved frame lines recut twice at bottom, top lines not recut – 11 positions
Curved frame lines recut twice at bottom, twice at top (quadruple recut) – 2 positions



Figure 14. Type IV, recut top and bottom



Figure 15. 4R1L – Type II

The presence of any recut line(s) makes a stamp Type IV by definition. "Type IV is essentially a Type II with recuts." Many collectors confuse the two types.²⁸

In the 38 positions with double recuts at top or bottom or both, the inner recut lines are at the mid-points of the "U.S. POSTAGE" label at the top and the "ONE CENT" label at the bottom. Examples of these double recuts are shown in Figures 16a and 16b in the examples of Type IV recut varieties illustrated here. Neinken describes the double recuts as follows:

The extra line recut at the top consisted of a recutting of the top label just above the letters "POST" of "POSTAGE." The extra line at the bottom consisted of a recutting of the bottom of the bottom label, between the "E" of "ONE" and the "C" of "CENT." These double bottoms are called the *EC* double recuts. Certain positions show this extra line recut from the "E" of "ONE" to the "E" of "CENT" and are called the *EE* double recuts.²⁹

It is of interest to note that Stanley B. Ashbrook commented on Plate One Late as follows:

"The Late state of Plate One is the most interesting and extraordinary of any and all plates from which were printed United States postage stamps from 1847 to date. In fact this plate is positively unique and is in a class by itself. No other U.S. plate regardless of value, or issue, can even attempt to compare with it. In addition I know of no plate used to print any stamps issued by any



Figure 16a. Recut Varieties



Figure 16b.



Figure 16c.



Figure 16d.

foreign government that offers greater possibilities for philatelic study and reconstruction than this remarkable plate. Its plating is a most absorbing study for the embryo student or advanced specialist and a close study of the stamps from this plate will furnish a diversion unequalled in my opinion in any other side line of philately.³⁰

This is a remarkable statement for any specialist or student to make and may be questioned by many advanced philatelists. Mortimer L. Neinken takes issue with Ashbrook's comments and infers that he does not believe it is true even among the 1¢ plates, stating "Plate 5 of the one cent offers extraordinary opportunities for study and reconstruction."³¹ (Note: Ashbrook's

comments and notes on his "Plate Six" should be considered to refer to Plate Five. It is doubtful that Plate Six was ever completed or used to print proofs or stamps.)

Examples of Recutting on Type IV Stamps (Scott No. 9)

The recognition and understanding of the recut varieties confuses many collectors. The illustrations of the Type II (Figure 16a) and Type IV (Figures 16b-d) stamps presented above may assist collectors in their efforts to identify the different recuts exhibited by the

Type IV stamps. Figure 16a is a Type II stamp with no lines recut. Figure 16b illustrates a single recut at the top and at the bottom. Figure 16c shows a double recut at the top and a single recut at the bottom. Figure 16d is a stamp with a double recut at the bottom, no recut at the top. The second recut at the bottom is commonly difficult to detect; here it is a short line extending from the "E" of "ONE" to the "C" of "CENT."

Type V and Type VA

Type V occurs on Plates Five, Seven, Eight, Nine and Ten, and Type VA occurs only on Plate Five. New reliefs were used to enter the designs on these plates which produced stamps that have portions of the design missing on all four sides. In addition, many examples show side scratches that apparently were caused when portions of the side ornaments were removed to reduce the width of the design. Some positions on Plate Five have side ornaments on the right that are almost complete; these are designated Type VA. Dick Celler notes that: all Type V and Type VA stamps are missing the top and bottom curved frame lines and thus frequently are confused by collectors with the scarce Type III. However, the side ornaments on Type III stamps are essentially complete, but on Type V and Type VA the side ornaments are much less complete.³²

The stamp illustrated above in Figure 17 is a Type V; note the prominent side scratch at right center. The stamp shown below is a Type VA, a scarce sub-type with side ornaments at the right that are nearly complete. Type VA stamps *never* exhibit side scratches; any stamp with even a trace of side scratches is not a Type VA. The absence of side scratches does not necessarily make a stamp Type VA—roughly half of all Type V stamps have no side scratches.³³

All of the stamps issued from the plates cited above were perforated and therefore are beyond the scope of the present volume. Brief descriptions of Types V and VA are presented here only to complete the type descriptions of 1¢ stamps and to make these types understandable to collectors.

Acknowledgments

This writer is deeply indebted not only to Ashbrook and Neinken, but also to Richard Celler for his careful and dedicated peer review of this article. Dick is the



Figure 17. Type V

most gifted plater of the 1851 issue known to me and his knowledge of the technical aspects of the plate making and printing of the 1851 stamps is unparalleled. His many contributions to this 1851 volume are most sincerely appreciated and of greatest value to our retrospective study of the 1851s.

Endnotes

¹See Richard Celler, Figure 4 of "Reexamining the Origin of Plate 1 of the 1¢ Stamp of 1851," elsewhere in this volume.

²Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857* (New York: H.L. Lindquist, 1938), v. 1, p. 126.

³Ashbrook, 1938, v. 1, pp. 36-37; Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861* ([United States]: U.S. Philatelic Classics Society, Inc., 1972), p. 16.

⁴John K. Tiffany, *History of the postage stamps of the United States of America* (St. Louis, Mo.: C.H. Mekeel, 1887), p. 85.

⁵Ashbrook, v. 1, 37.

⁶Cited in Ashbrook, v. 1, p. 40.

⁷Ashbrook, v. 1, page 46 and Figure 10 A; also Robert B. Hegland, "The 6¢ Stamp of 1851—A Projected Issue: The Stamp That Never Was," later in this volume.

⁸Ashbrook, v. 1, p. 46.

⁹Ashbrook, *Ibid.*, p. 96.

¹⁰Celler, "Reexamining the Origin of Plate 1."

¹¹Scott R. Trepel, "Frequently Asked Questions," in Jerome S. Wagshal, comp., *The Wagshal Census of 71RE* (New York: Robert A. Siegel Auction Galleries, Inc., 2001), p. xv.



Figure 18. Type VA

¹²Ashbrook, v. I, pp. 78-81.

¹³Neinken, p. 266.

¹⁴Ashbrook, v. I, p. 237.

¹⁵*Ibid.*, p. 236.

¹⁶Neinken, 1972, p. 266.

¹⁷Ashbrook, v. I, p. 237, Figure 20 L.

¹⁸*Ibid.*, p. 266fn.

¹⁹Celler, personal communication, 2004.

²⁰*Ibid.*

²¹Celler and Omiya, "Guide Relieving Method," Figure 30.

²²Matthew Bennett, Inc., the Anthony M. Smith Collection, June 27, 2002, sale catalog, p. 13.

²³Ashbrook, v. I, p. 193.

²⁴Gerald L. Moss, "New Views of the 1-Cent 1855 'Big Crack,'" *The American Philatelist* (November 1999), pp. 1062-70.

²⁵Ashbrook, v. I, p. 202.

²⁶*Ibid.*, pp. 202, 203.

²⁷Celler, personal communication, 2004.

²⁸*Ibid.*

²⁹Neinken, p. 110.

³⁰Ashbrook, v. I, p. 127.

³¹Neinken, p. 108.

³²Celler, personal communication, 2004.

³³*Ibid.*

Part IIB.

Reexamining the Origin of Plate 1 of the 1¢ Stamp of 1851

by Richard Celler

Introduction

The variety, and varieties, found on the stamps printed from the first 1¢ plate made for the 1851 issue, Plate 1 Early, are perhaps as great as found on any other plate of the classic issues. The printed 1¢ stamps, which are the artifacts of the production of this plate, show various degrees of completeness of the stamp design, remnants of erased entries (including several inverted) and other features that have led to a great many collectible varieties. Existing explanations of the production of the printing plate, and therefore the characterizations of the printed stamps, have not been entirely satisfactory. By considering the relationship among these stamp varieties, and using the latest information available to researchers, we can better attempt to understand the procedures used in manufacturing the printing plate, and thus understand the reasons for many important varieties and sub-varieties of the 1¢ stamp. Plate 1 was reentered and recut (creating the Late State of the plate) less than a year after these stamps were first issued, but the Late State is outside the scope of this article.

This article points out the

inconsistencies in previously published explanations of how Plate 1 Early was created, and presents a far more plausible explanation of the steps Toppan, Carpenter, Casilear and Company (TCC&Co) went through to make the plate. It provides new insights into how Type I (7R1E, Scott #5) and other notable plate varieties from Plate 1 Early were produced. It incorporates key documents and recent observations from plating studies, and, in addition, shows the effect of the misreading of a single key word in a hand-written document.

According to Ashbrook

In 1938, Stanley B. Ashbrook published his groundbreaking 2-volume book on the 1¢ stamp of 1851-57, in which he described his theory about the origin of Plate 1 Early as follows:

Plate One of the One Cent was in all probability the second stamp plate made by Toppan, Carpenter, Casilear & Co. after they received the Government contract in 1851. In their initial attempt to transfer the plate, they prepared a transfer roll with three reliefs on its surface. Each of these three reliefs had the *full die design*, or what we call the Type I. It evidently was the intention to transfer these three full design reliefs in *vertical rows of three*, with one setting of the transfer roll. After transferring three positions to the plate, further work was stopped, an attempt was made to erase these three positions, a new transfer roll was made and with this new roll the work of transferring the 200 positions was completed.

We have been able to reconstruct the history of the early stages of the transfer of this plate from the study of stamps coming from the erased original positions on the plate where were first transferred the three Type I designs.

These three original entries were made in the *upper left corner* of the steel plate, and if impressions had been taken, they would have been stamps we would call 10R, 20R, and 30R. We are not certain of the exact reason why the



Figure 1. 7R1E (Type I) and 17R1E (Type IIIA) Courtesy of Hubert C. Skinner

original roll was abandoned and a new one made. The three designs may have been spaced too far apart on the roll, or trouble may have been encountered in transferring the fine lines of the lower corner ornaments of the Die design to the plate. I am inclined to think this was the real reason because for almost ten years thereafter the manufacturers made no further attempts to transfer stamps of the full design to plates.

When the three original transfers were erased, the plate was evidently laid face down and the plate hammered from the back, after which the surface was smoothed out with a burnishing tool and polished. Perhaps to the eye there was little if any trace left of the three original entries. When the second roll was made and the plate was replaced in the transfer press, it was *not placed in its original position*, because what had been the top edge of the plate, became the bottom edge, putting the three *erased original entries* in the *lower right corner* (steel plate, not printed stamps) instead of in the original upper left hand corner. When the entire plate was entered *three new entries* were made *over* the three *erased original transfers*. Thus *traces* of the three original entries are found *upside down* on stamps from Plate One. On the printed stamps these are the positions we call 71L1, 81L1, and 91L1. ...

After the "erasures" were made and the plate replaced in the press an attempt was made to use one of the Type I reliefs of the original roll, to enter the twenty positions in the top row. The order of entry was reversed from the original vertical entry of three reliefs, to a horizontal row of entry of one relief.

Starting in the upper left corner of the steel plate, ten positions were entered with the Type I relief in the top row, giving us the stamps we know as 10R1E to 1R1E inclusive, the former being the *first transfer* and the latter the *last*. There exists no doubt but what much difficulty was encountered in making these ten entries, and the last two (1R1, 2R1) were so poor *they were erased from the plate*. Heretofore it has been stated that only *eight* entries with the Type I relief were made in the top row, but this was because of the failure to note that the first entries of 1R1E and 2R1E had been *erased*. In an effort to improve the other eight transfers, 3R1E to 10R1E, the Type I relief was *re-entered*, thus

accounting for the double transfers found in the stamps from all eight of these positions.

After making the first ten transfers in the top row of the right pane, the "Type I Roller" was removed from the transfer press and its use for transferring *full die designs* was abandoned. It was at this time that the Second Roll was no doubt made, and latest research leads me to believe this new roll had three reliefs on its surface. Perhaps all three of these reliefs were properly spaced and therefore close together but of this we have no actual proof. It is possible, but hardly probably, that two rolls were used, one roll with one relief, the other roll with two reliefs, the former to enter only the *top row*, and the latter to enter the remaining 180 positions on the plate.

We do not give the Original Roller a number, because only eight stamps in the top row of the Right Pane were produced from it. We call the Roller used to complete the Plate, Transfer Roll No. 1, and the three Reliefs - Relief "T", Relief "A", and Relief "B." ...

In transferring Plate One, the "T" relief was used for 12 positions in the top row of the plate only. It will be recalled *ten* positions - 10R to 1R, had previously been entered from a relief on the "Original Roll", and two of these had been erased. (1R, 2R). Thus the "T" Relief on Roller No. 1 was used as a "fresh entry" for 1R1, 2R1 and as an original entry for 10L1 to 1L1 inclusive. ...

After the entry of the entire top row of the Plate as above explained, and prior to entering the second row and the balance of the plate, the spacing below 10R1E to 1R1E was burnished, and during this process *seven* of the *eight*, Type I positions, *lost* their *Type I characteristics*. The *only one* that entirely escaped the burnishing tool was 7R1E, and thus the origin of this rare stamp is accounted for. ...

After completing the ten transfers in the top row of the right pane, we believe the ten positions in the top row of the left pane were then entered. With the completion of the entire top row of the plate the two reliefs "A" and "B" were then used to complete the full plate.¹

Ashbrook's steps may be summarized as follows:

1. Enter the invert positions from a 3-relief roller containing full designs.

2. Erase them.
3. Rotate the plate 180° and enter 10R1-1R1 using one relief from the 3-relief roller.
4. Erase two of these positions, 1R1 and 2R1 due to poor entry.
5. Re-enter the remaining eight entries (3R1-10R1), causing double transfers.
6. Enter the remaining 12 top row positions (1L1-10L1, 1R1-2R1) with the top relief from a new 3-relief roller containing trimmed designs spaced closer together vertically.
7. After entering only the top row, burnish off the bottoms of 3R1E-10R1E, but fail to burnish 7R1E.
8. Enter the remaining 180 positions using the new transfer roller.

Ashbrook has presented one possible explanation of how Plate 1 Early was created. However, there are a number of technical issues that indicate it was not possible to make the plate as Ashbrook has described it. To be fair, the mechanics and limitations of plate making, and the process we term “guide relieving” were not understood in 1938 as well as they are today. See “The Toppan Carpenter Plates and the Guide Relieving Method” in Part I of this volume for more information

on the subject of guide relieving and plate production. In addition, certain of Ashbrook’s steps do not appear to be logical. By altering his sequence of events, and considering other factors, such as the possibility that more than one plate may have been involved, other possible explanations emerge. One such explanation, which appears far more consistent with the evidence we now have, will be presented below.

Inconsistencies in Ashbrook’s Theory

What are the problems with the explanation as given by Ashbrook? First, Ashbrook did not appreciate the process of guide relieving as it was developed by TCC&Co. Second, Ashbrook’s sequence of steps to make the plate is illogical. Third, Ashbrook drew conclusions based on incomplete or inaccurate records.

In Ashbrook’s Step 1, he assumed TCC&Co was planning to complete the plate with the first, full design, 3-relief roller. That is not possible, because there is only one guide dot on the plate as set up for the inverted-orientation entry. When making a plate, the standard procedure is for all guide dots to be put on the plate before any entries are transferred.² It therefore appears that TCC&Co had no intention of transferring more than these three entries. It must have been a trial or test of



Figure 2. Sheet Margin Pair of 91-92L1E (Type II) Courtesy of Robert R. Hegland

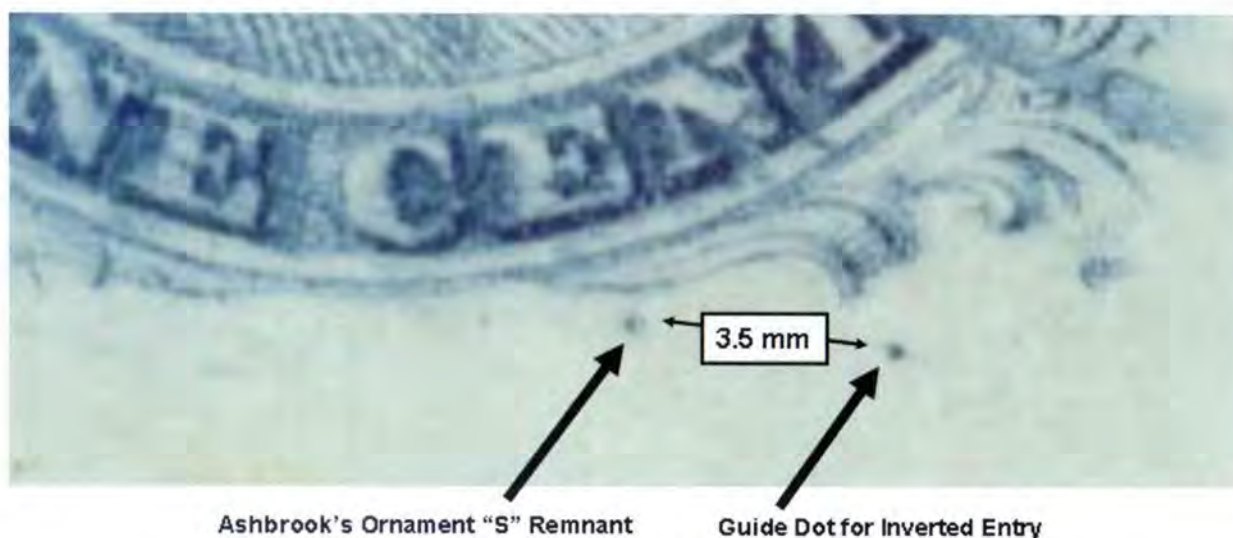


Figure 3. 91L1E Showing Inverted Entry Remnants in Bottom Margin

some kind. Why would TCC&Co waste an expensive and hard-to-obtain new plate for a trial? They would not. The inescapable conclusion is that the inverts were not the first thing on the plate.

The guide dot which was used to position the entry of the three inverts can be plainly seen in the bottom margin of 91L1E, due south of the “T” of “CENT” (see Figures 2 and 3). This guide dot is 3.5mm to the right of the larger dot in the bottom margin (the remains of Ashbrook’s “Ornament S”) due south of the “E” of “CENT,” illustrated in Figure 3. The guide dot has the same relative position to the inverted 91L1E entry as the guide dots that controlled the top row entries on Plate 1 Early. In addition, there are no guide dots for inverted entries on 71L1E or 81L1E. This provides confirmation that a 3-relief roller, requiring one guide dot, was used to enter the inverts, rather than three individual entries from a 1-relief roller, which would require three guide dots.

The logic of starting with a 3-relief roller to make 3 simultaneous vertical entries, and then later deciding to enter the top row with single entries, appears reversed. It seems far more probable that TCC&Co would have started out planning to use a 1-relief roller to enter stamps individually, the method used by Rawdon, Wright, Hatch & Edson to make the 1847 5¢ and 10¢ plates, and the method used for the British stamp plates of this period. Trial and error would have showed them that they would not be able to successfully complete the 1¢ plate with a 1-relief roller, and we know they created and used a 3-relief roller.

In Ashbrook’s Step 3, he describes TCC&Co as having entered positions 10R1 through 1R1 from the

top relief of the original roller. As described in the Guide Relief article, the whole idea of a 3-relief roller is to make 3 vertical entries from one setting (or else 2 entries, while using the top relief as a guide relief). It makes more sense that a horizontal row of single entries would be made from a single-relief roller.

In Ashbrook’s Step 4, he states that TCC&Co erased positions 1R1 and 2R1 due to poor entry. Entries are generally not erased due to “poor entry”—they are erased because they are out of place, or have suffered severe damage. “Poorly entered” positions are further rocked with the transfer roll until the impression is satisfactory.³

In Ashbrook’s Step 5, he describes the re-entry of positions 3R1 through 10R1 to explain the double transfers found on these stamps. These double transfers are actually the result of fresh entries (erasing and entering again) and not the result of re-entries (making additional, but misplaced, rockings of the transfer roll into an existing entry).

In Ashbrook’s Step 6, he describes using the top relief of the second roller to enter the remaining 12 positions to complete the top row. There is no reason to make single entries here. As will be described below, these 12 top row positions were entered as part of vertical units of three.

In Ashbrook’s Step 7, he describes the burnishing of the bottoms of positions 3R1 through 10R1 prior to entering the final 180 positions. Why would TCC&Co voluntarily want to do this? Why would TCC&Co do it before entering the rest of the plate? This makes no sense. Such burnishing would normally take place only after all 200 positions had been transferred to the plate,

and be part of the finishing process which prepares the plate for printing. The partial erasure of the bottoms of 3R1E-6R1E and 8R1E-10R1E was largely caused by the transfer roll when transferring the second-row designs immediately below these positions.

New Evidence: The Plate Inventories

There are two inventories of the printing plates and transfer rolls which TCC&Co turned over to the government when their contract to print postage stamps expired in August of 1861. These inventories are found in receipts for the plates and rolls. An examination of these receipts provides some very interesting information that Ashbrook was unaware of when he wrote his book in 1938.⁴

The first receipt, shown in Figure 4, is dated August 14, 1861, the last day that TCC&Co delivered stamps to the Post Office. On August 15, 1861, National Bank Note Company began stamp deliveries.⁵ This receipt was provided when TCC&Co turned over the plates, dies, and transfer rolls to the U. S. Mint.

Ashbrook actually published a transcript of this receipt (shown to him by Philip H. Ward Jr.) in 1951,⁶ but unfortunately someone had misread one important word.

Ashbrook printed the receipt as follows:

Received Phila Aug 14th 1861 of Toppan, Carpenter
Co the following Stamp Plates;

29 Plates of Three Cent Stamps.
14 " One " "
2 " Five " "
2 " Ten " "
3 " Twelve " "
1 " Twenty Four " "
1 " Thirty " "
1 " Ninety " "
4 " Trial & Broken.
1 " Carrier's Stamp Franklin Head
1 " " " Eagle

also
10 Dies of Stamps.
24 Rolls

The above Rolls, Dies & Plates are the property
of the U. S. Government and delivered in accordance with
the terms of the Stamp Contract between the Post Office
Department and Toppan, Carpenter Co. as specified
by Jonathan Guest's Special Agent P. O. Dept.

Dup le cat

J. H. Waller
Treas. U. S. Mint

Figure 4. Picture of 8/14/1861 Receipt

Received Phila. Aug. 14th 1861 of Toppan,
Carpenter, and Co., the following stamp plates:

viz.
29 Plates of Three Cent Stamps
14 " " One " "
2 " " Five " "
2 " " Ten " "
3 " " Twelve " "
1 plate " Twenty-four " "
1 " " Thirty " "

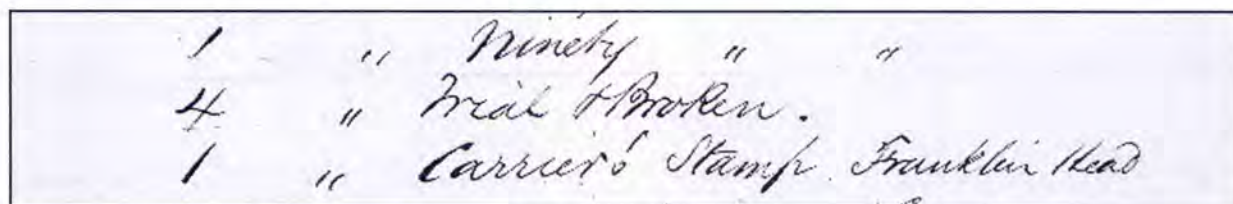


Figure 5. Enlargement of Figure 4 (Showing the "4 Plates Trial & Broken")

1 " " Ninety " "
 4 plates " Frail and broken
 1 plate " Carrier's Stamp Franklin Head
 1 " " " Eagle

also

10 Dies of Stamps
 24 Rolls of Stamps

The above Rolls, Dies and Plates are the property of the U.S. Government and delivered in accordance with the terms of the Stamp Contract between the Post Office Department and Toppan, Carpenter & Co., as verified by Jonathan Guest, as Special Agent, P.O. Dept.

I. H. Walton

Treas. U.S. Mint.

As can be seen in the enlargement in Figure 5, the line Ashbrook transcribed as "4 plates **Frail** and broken" actually says "4 plates **Trial** and broken." The word "frail" makes little sense in this context of steel plates, because solid steel plates would hardly be considered "frail." However, "trial" makes a great deal of sense, because in 1851 TCC&Co was just beginning to learn about the challenges of multiple relief plate production. It is obvious from looking at the printed stamps that they were going through a great deal of trial and error at this time. The existence of plates described as "trial" opens some interesting possibilities. These are discussed below.

The second receipt, shown in Figure 6, is dated September 6, 1877 and was signed in conjunction with an inventory relating to Special Printings. It provided more detail about the plates and rolls than the first receipt did. Philip H. Ward, Jr. published a transcription of this receipt in *Mekeel's Weekly*, May 4, 1956, p. 146, but it unfortunately was marred by typographical errors.

This receipt reads as follows:

Memorandum of U. S. Postage-Stamp rolls, and

plates, boxed and sealed by Henry A. Chambers, U. S. Stamp Agent, Sept. 6th 1877, and left in the custody of the Continental Bank Note Company of New York City.

One box, marked "F" - containing cancelled plates of the issue of 1851 as follows,

One (1) Cent plates Nos. 1, 2,	
3, 4, 5, 6, 7, 8, 9, 10, 11, 12	= 12 plates
Three (3) " " " 1, 2,	
3, 4, 5, 6, 7, 8, 9, 10, 12, 13,	
14, 15, 16, 17, 18, 20, 21,	
22, 23, 24, 25, 26, 27, 28	= 26 plates
Five (5) Cent	= 1 Plate
Ten (10) "	= 3 Plates
Twelve (12) "	= 3 Plates
	= 7 plates
1c broken, rusted and warped	3 plates
3c 1/2 plain 1/2 rusted	1 plate
1c 10 heads, balance plain	1 plate
3c broken, warped, and rusted	2 plates
One (1) plate 56 of 1c,	
10 of 30c and 15 of 12c	1 plate
One (1) plate plain and rusted	1 plate
	= 9 plates
Total	54 plates

One box marked "G" - containing cancelled rolls of the issue of 1851 as follows.

1c rolls,	7 Rolls,
3c "	3 "
5c "	2 "
10c "	2 "
12c "	2 "
24c "	2 "
30c "	2 "
90c "	2 "
Carrier	1 "
Franklin	1 "
Total	24 rolls.

(1)

Memorandum of U.S. Postage Stamp rolls, and plates,
boxed and sealed by Henry A. Chambers, U.S. Postage
Stamp Agent, Sept 6th 1877, and left in the custody
of the Continental Bank Note Company of New York City.

One box, marked "F," containing cancelled
plates of the issue of 1851 as follows,

One (1) Cent plates Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, = 12 plates,	
Three (3) " " " 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13,	
14, 15, 16, 17, 18, 20, 21, 22, 23, 24,	
25, 26, 27, 28, = 26 plates,	
Five (5) Cent = 1 Plate,	
Ten (10) " = 3 Plates,	
Twelve (12) " = 3 " "	7 plates
1 st broken, rusted and warped 3 plates	
3 rd 1/2 plain 1/2 rusted 1 " "	
1 st 10 heads, balance plain 1 " "	
3 rd broken, warped, and rusted, 2 " "	
One (1) plate 56 of 1 st 10 of 30 th	
and 15 of 12 th 1 " "	
One (1) plate plain and rusted 1 " "	9 plates
	Total 54 "

One box marked "G," containing cancelled
rolls of the issue of 1851 as follows,

1 st rolls,	7 - Rolls,
3 rd " "	3 - " "
5 th " "	2 - " "
10 th " "	2 - " "
12 th " "	2 - " "
24 th " "	2 - " "
30 th " "	2 - " "
90 th " "	2 - " "
Carrier 1 - " "	
Franklin 1 - " "	
Total	24 rolls,

Figure 6. Picture of 9/6/1877 Receipt

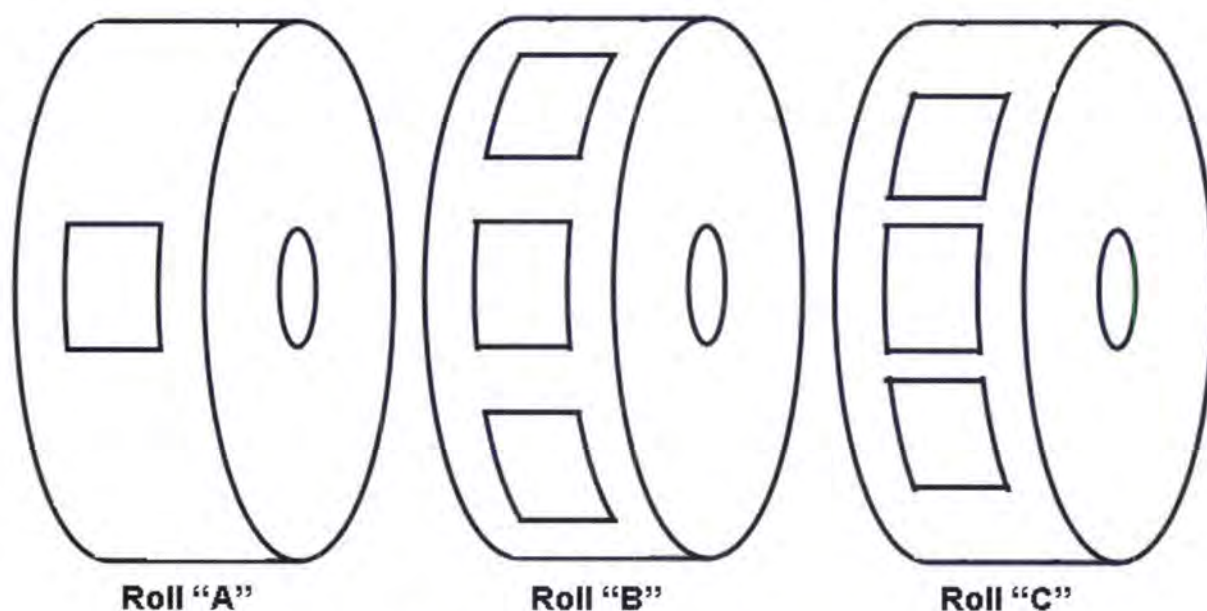
Of special interest regarding the 1¢ stamp are the lines:

1c broken, rusted and warped ... 3 plates

1c 10 heads, balance plain ... 1 plate

One (1) plate 56 of 1c, 10
of 30c, and 15 of 12c ... 1 plate.

The description of these five plates is tantalizing. These plates are **in addition to** the separate listing of the 1¢ plates numbered 1 through 12. Unfortunately, there is no indication of when these five plates were made, or



The Three Transfer Rolls

Figure 7

the exact configuration of stamps on them. Apparently no stamps were ever issued from these plates. Surely one or more of these plates had been included in the “4 plates trial and broken” category shown in the 1861 receipt.

Could Any of These Additional 1¢ Plates Have Originated in 1851?

There is a very good possibility that one or more of these 1¢ plates were made at the same time that Plate 1 Early was created in 1851. As Ashbrook noted, TCC&Co obviously had difficulties completing the first 1¢ plate, so perhaps another plate or two were ruined during their attempts to make the first 1¢ plate. The possible existence in 1851 of a second or third 1¢ plate, one or two ruined and never used, allows a rethinking of how the varieties we see on the Plate 1 Early stamps might have been created.

A Revised Scenario Using a Second Plate

After having described the inconsistencies in Ashbrook’s theory of how the plate was made, can a more probable sequence of events be constructed? The idea of having additional 1¢ “trial” plates opens an abundance of new possibilities, and allows numerous plausible scenarios involving the use of two or more

plates.

One possible scenario is set forth below, and it involves the use of two plates. The “trial” plate (eventually discarded) will be called “Plate 0” for convenience. In this scenario, it will be assumed that “Plate 0” is the plate described in the 1877 inventory as “1c 10 heads, balance plain.” This would account for one of the additional plates from the inventory for which we have no additional information. “Plate 0” could well have had as many unusual things on it as Plate 1 did.

The diagrams below are intended to show which transfer roll was being used at the time, and what the plate looked like after each step of production. The plate diagrams show the entries as seen on the actual printing plate, as opposed to a sheet of stamps, which is a mirror image of the plate. For example, position 10R is the upper right corner stamp on a printed sheet of 200 stamps. However, it is in the upper left corner of the printing plate, and therefore is shown in the upper left corner in the diagrams. Thus, what is referred to as “the 10R column,” the right-most vertical column on a sheet of stamps, will be shown at the far left in the diagrams.

Where two or three vertical positions are shown joined by shading in the illustrations, it indicates multiple stamp images entered with one setting of the transfer roll.

Transfer Rolls

In this scenario, the assumption has been made that three different transfer rolls were created, and for convenience they will be called Roll A, Roll B and Roll C (see Figure 7).

Transfer Roll "A": The first roll has a single relief, with the Type I full design. Ashbrook makes no mention of such a roller.

Transfer Roll "B": The second roll has three vertical reliefs, all with the Type I full design. This is Ashbrook's Type I "Original Roller" to which he did not give a number.

Transfer Roll "C": The third roll also has three vertical reliefs, but with the Type II trimmed designs. These reliefs are spaced closer to each other than are the reliefs on Transfer Roll "B." This is Ashbrook's "Transfer Roll No. 1."

The transfer roll being used in any particular step below will be shown to the left of the plate diagram.

The Detailed Steps to Create the Plate

Step 1. Create the Type I, full design, 1-relief transfer roller (Roll "A"), and enter ten positions, 10R1-1R1 on plate 1. [The author is unable to suggest a good reason why Plate 1 Early does not have 200 guide dots, supposing a single relief roller was initially used and the intention was to complete the plate of 200 subjects. It may be that "Plate 0" was laid out with the 200 guide dots intended for single relief entry, rather than plate 1.]

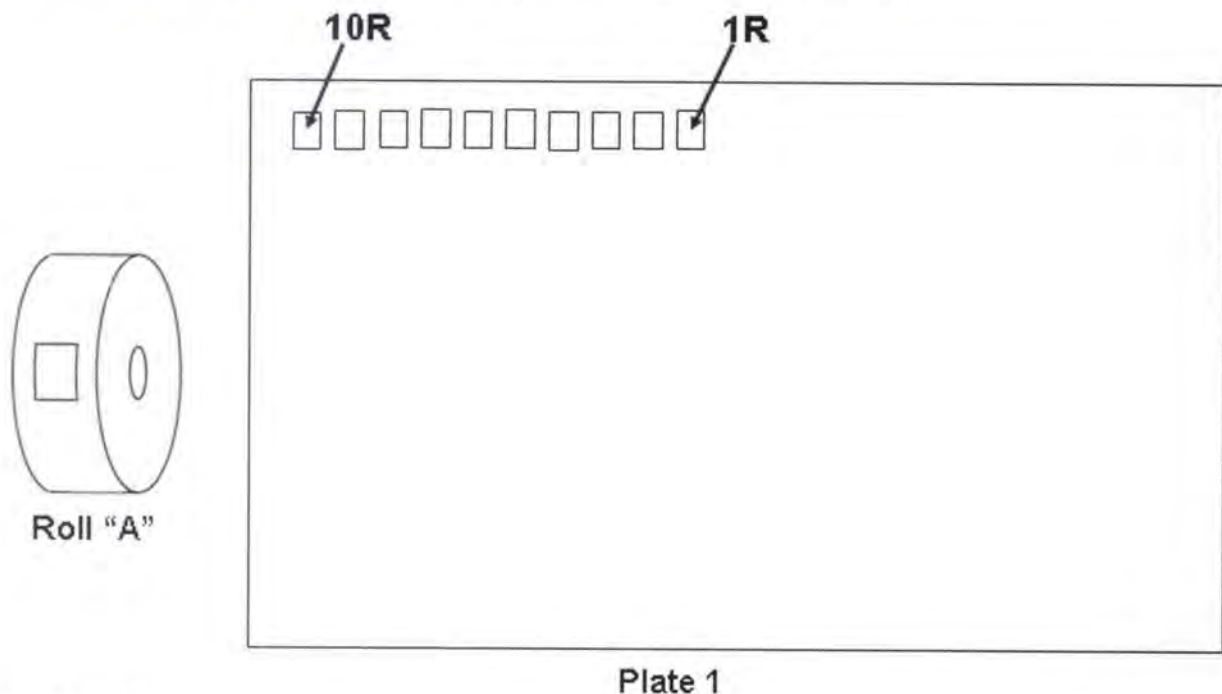


Figure 8. Step 1

Step 2. Erase all ten positions, perhaps because they were poorly spaced side-to-side. The double transfer on 7R1E shows that the final entry is to the right of the original one, and the double transfers on 1R1E, 2R1E, and 3R1E are to the left of the original ones. This suggests that the original spacing may have needed improvement.

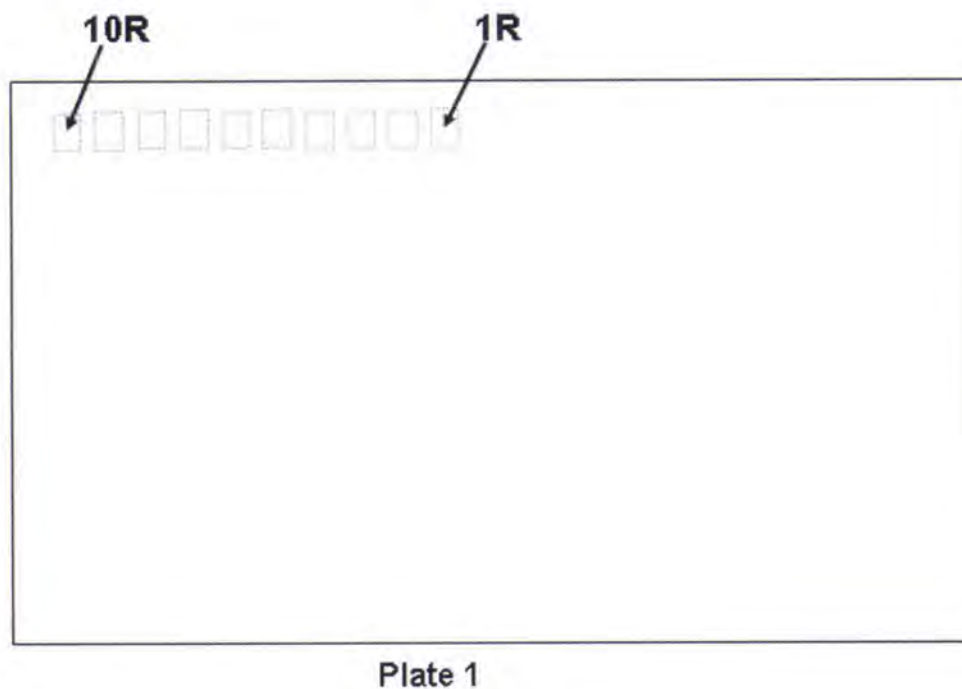


Figure 9. Step 2

Step 3. Fresh-enter eight positions, 10R1-3R1 with Roll #1, spaced more evenly. Then conclude (perhaps from work on "Plate 0") that the plate cannot be completed using Roll "A," perhaps because of ironing-out, and abandon plate 1. ["Ironing out" is the partial obliteration of part of the design of an entry already on the plate. It happens during the entry of the stamp adjacent to it, and is described in detail in the Guide Relief article.]

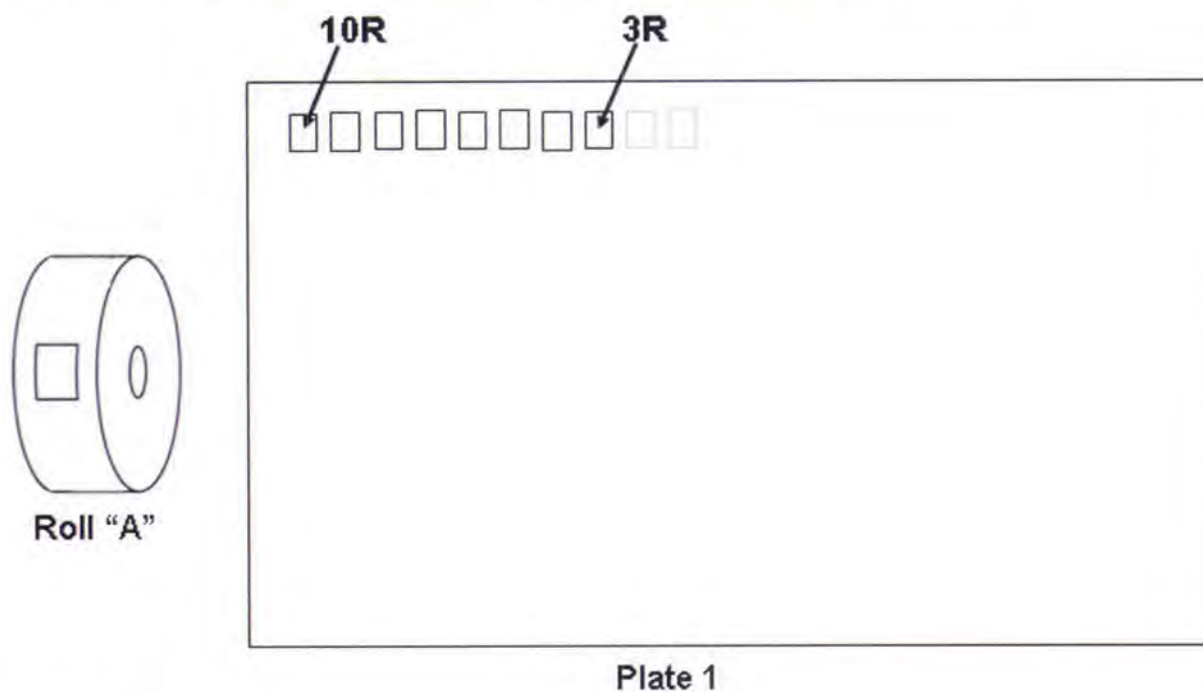


Figure 10. Step 3

Step 4. Create the Type I, full design, 3-relief transfer roller (Roll “B” in illustrations), rotate abandoned plate 1 180°, and enter the three inverts **as a trial** of the roller. This may have shown TCC&Co that the use of three type I reliefs on one roller was not feasible because of the ironing-out problem.

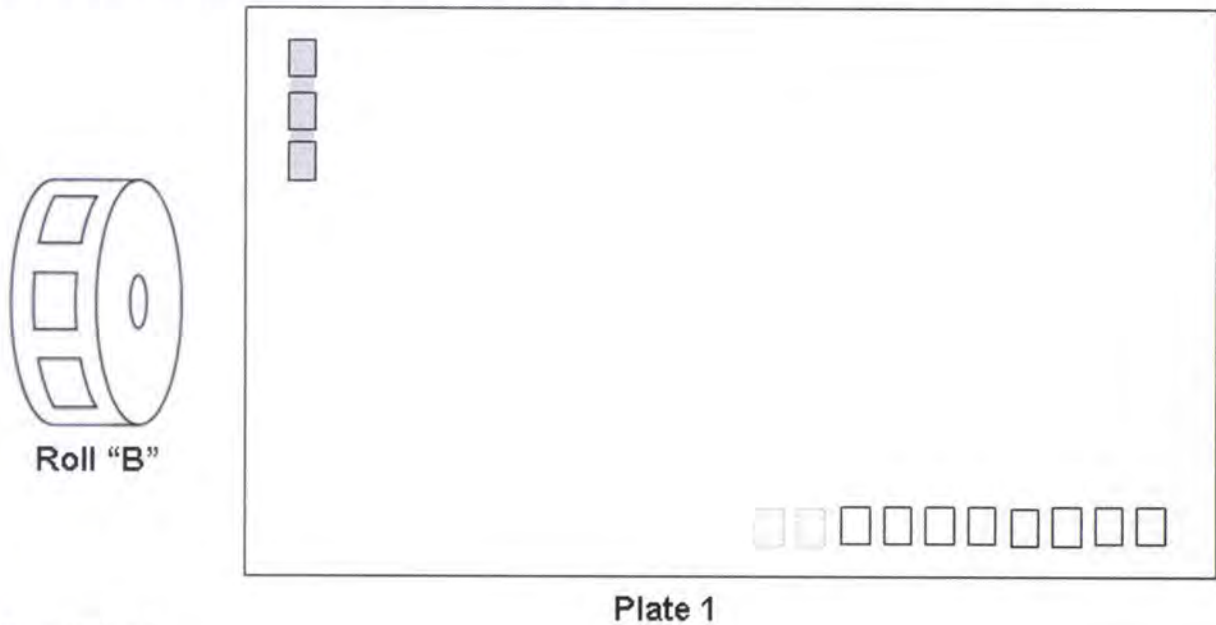


Figure 11. Step 4

Step 5. Create the Type II, trimmed-design, 3-relief transfer roller (Roll “C” in illustrations), and begin entry of plate 0 with Roll “C”. Enter 10 (vertical?) entries and encounter an unknown (and apparently catastrophic) problem with plate 0 that forced TCC&Co to abandon plate 0 permanently.

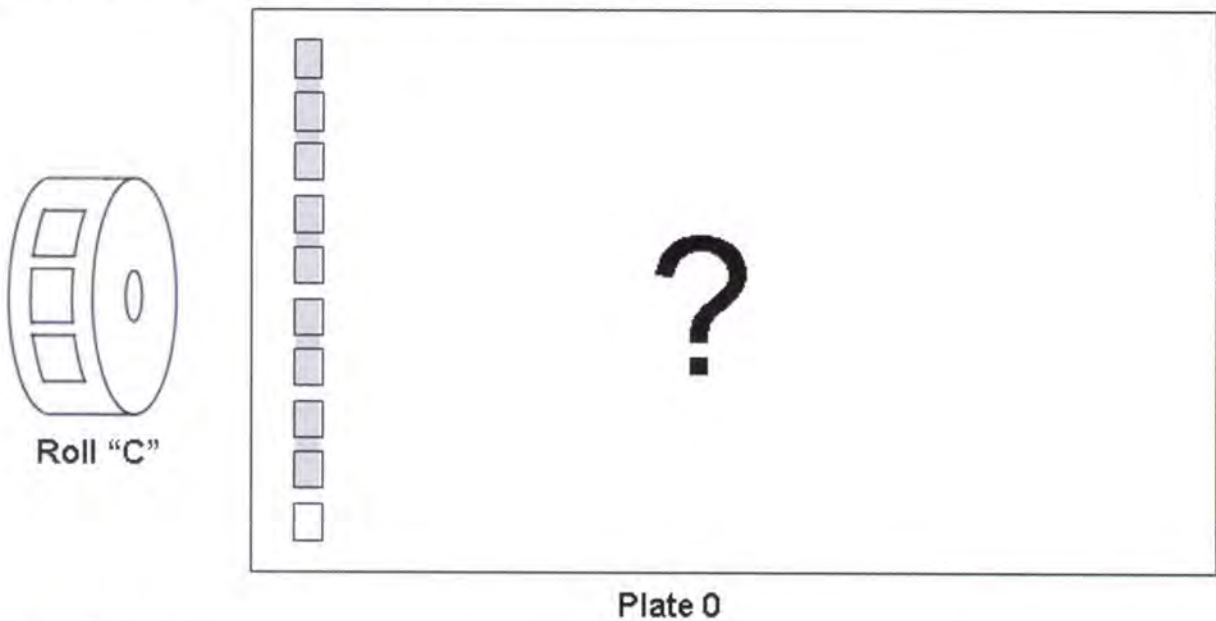


Figure 12. Step 5

Step 6. Because of a limited supply of blank plates, TCC&Co may have been forced to resurrect the abandoned Plate 1 (which at this time contained eleven entries, 10R1-3R1 and the inverted 71L1-81L1-91L1). Erase the three

inverts from plate 1, leaving 10R1-3R1 remaining on the plate. Do **not** attempt to erase positions 10R1-3R1 a second time, which would prevent further weakening of the plate from a second erasure, and would be less work. Rotate Plate 1 180° in preparation for further entries to complete the plate.

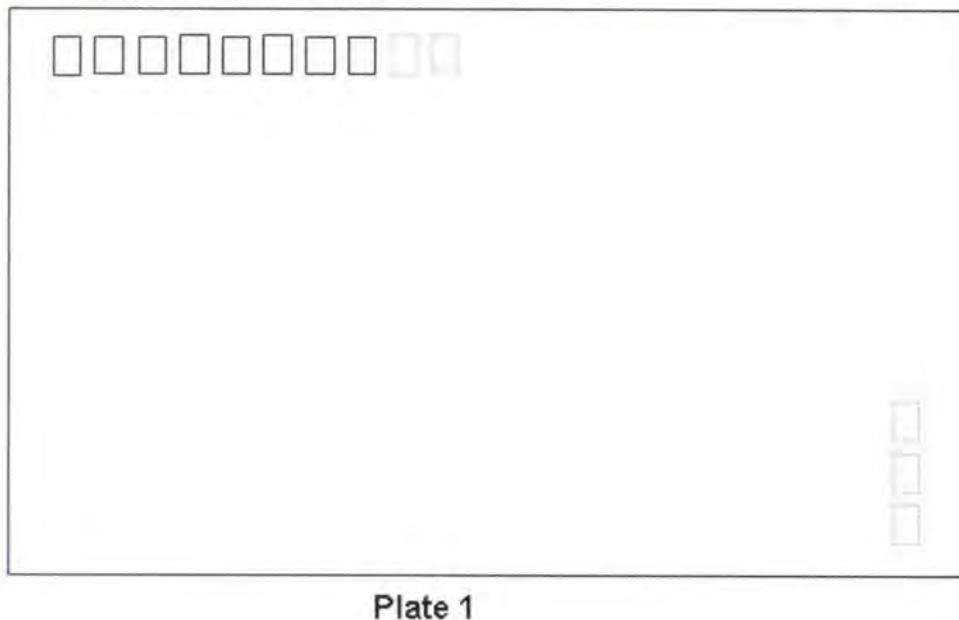


Figure 13. Step 6

Step 7. Enter positions 20R1-30R1 using Roll “C” (attempting unsuccessfully to avoid having the transfer roll iron out the bottom of the existing 10R1).

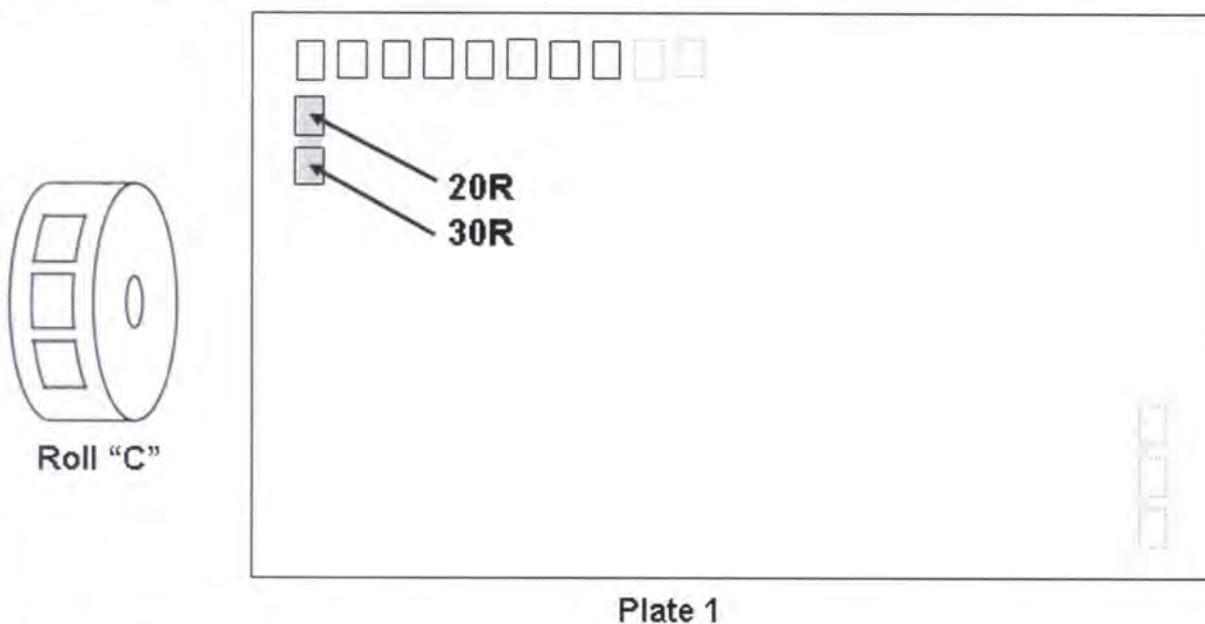


Figure 14. Step 7

Step 8. Finish transferring the remaining seven entries in the 10R column in the standard guide relieving manner (see Guide Relief article). This is done with three further settings which transfer two designs each, followed by a fourth setting which transfers the last single design to the bottom row of the plate.

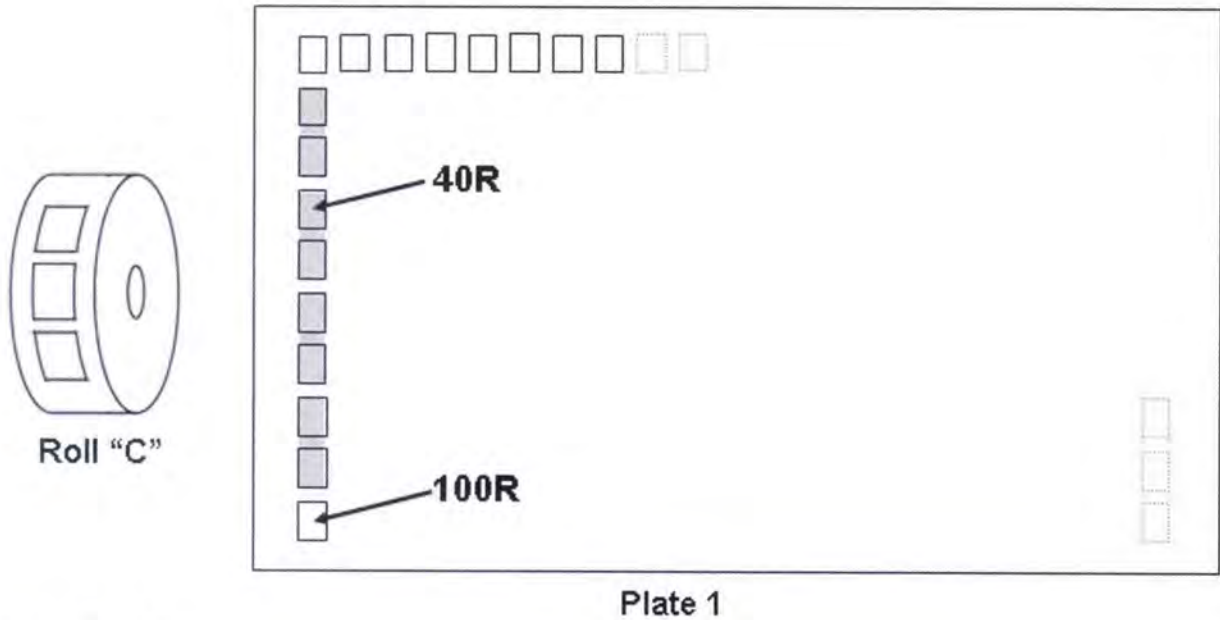


Figure 15. Step 8

Step 9. Enter seven more vertical columns using Roll "C" in the same manner as in Steps 7 and 8. Attempt to avoid ironing out the bottoms of the top row positions 9R1 – 3R1.

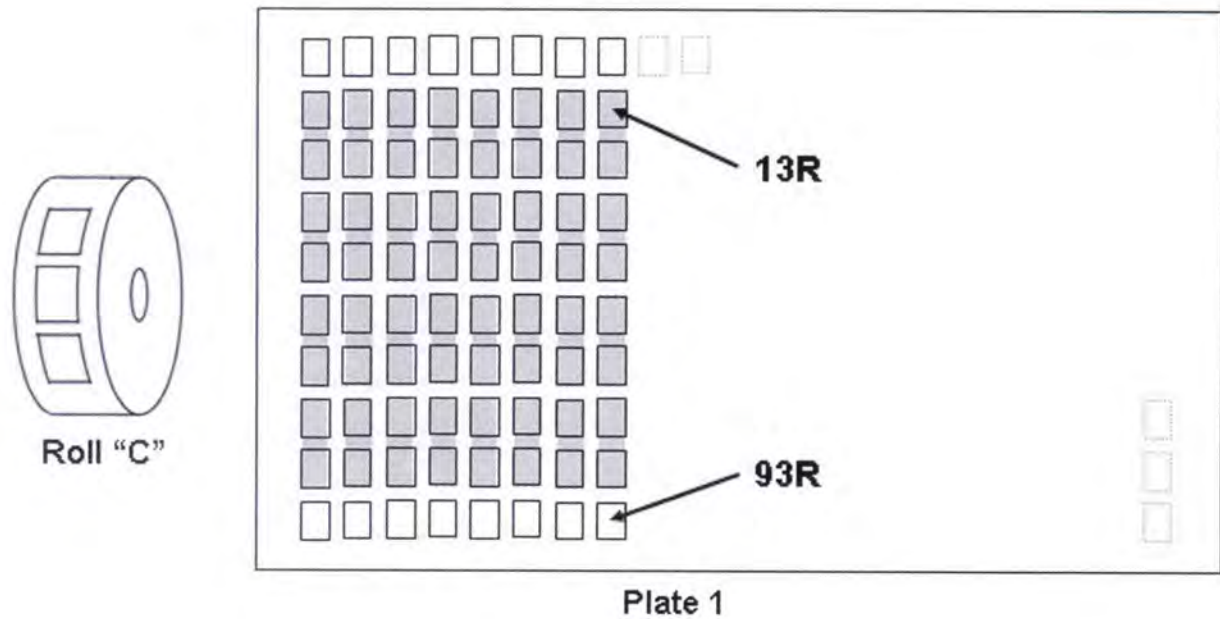


Figure 16. Step 9

Step 10. Enter positions 2R1-12R1-22R1 from a single transfer roll setting of Roll "C." Note that position 2R1 is entered on top of the original entry erased in Step 2 above.

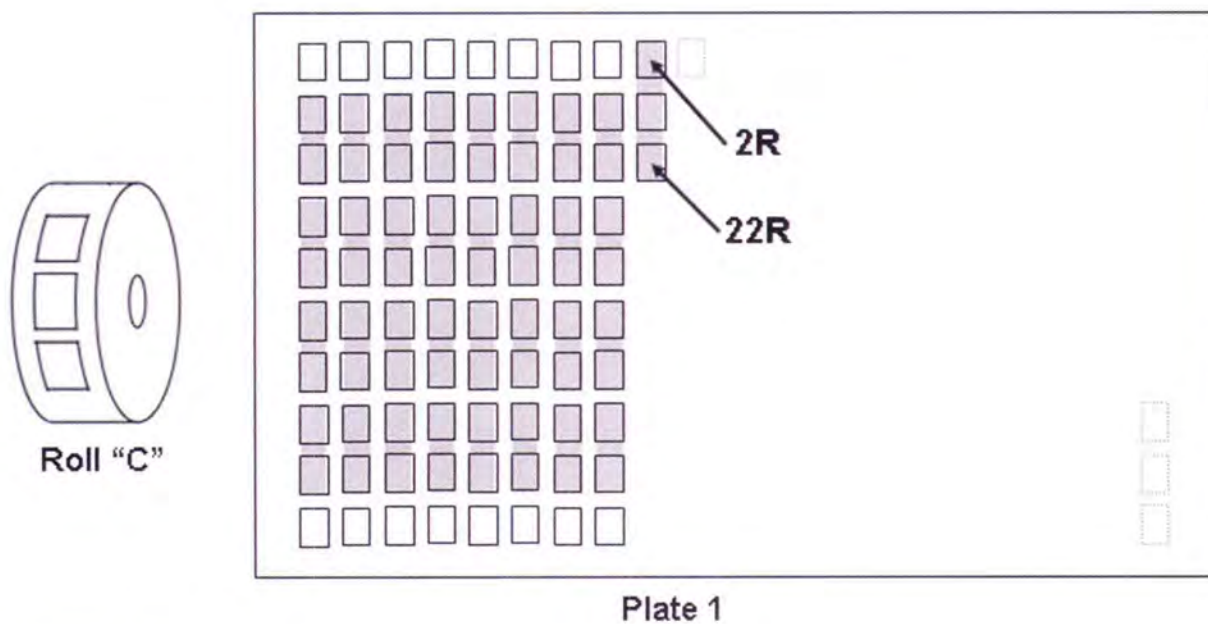


Figure 17. Step 10

Step 11. Finish 2R column using Roll "C" in the standard guide relieving manner.

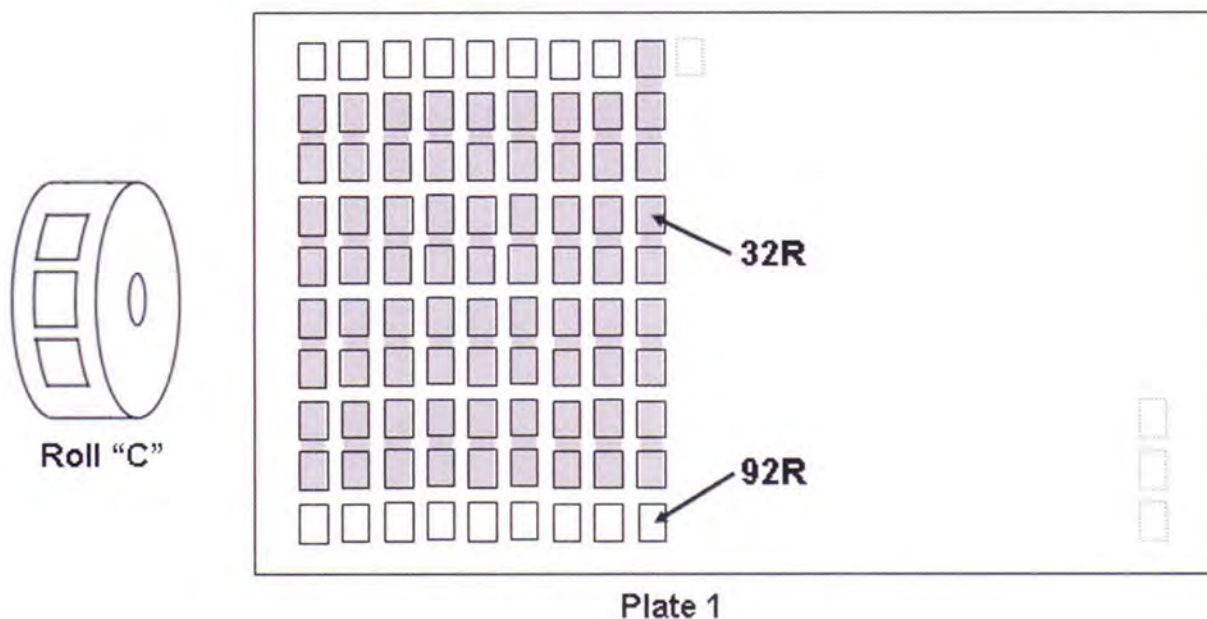


Figure 18. Step 11

Step 12. Enter positions 1R1-11R1-21R1 from a single transfer roll setting of Roll "C." Note that position 1R1 is entered on top of the original entry erased in Step 2 above.

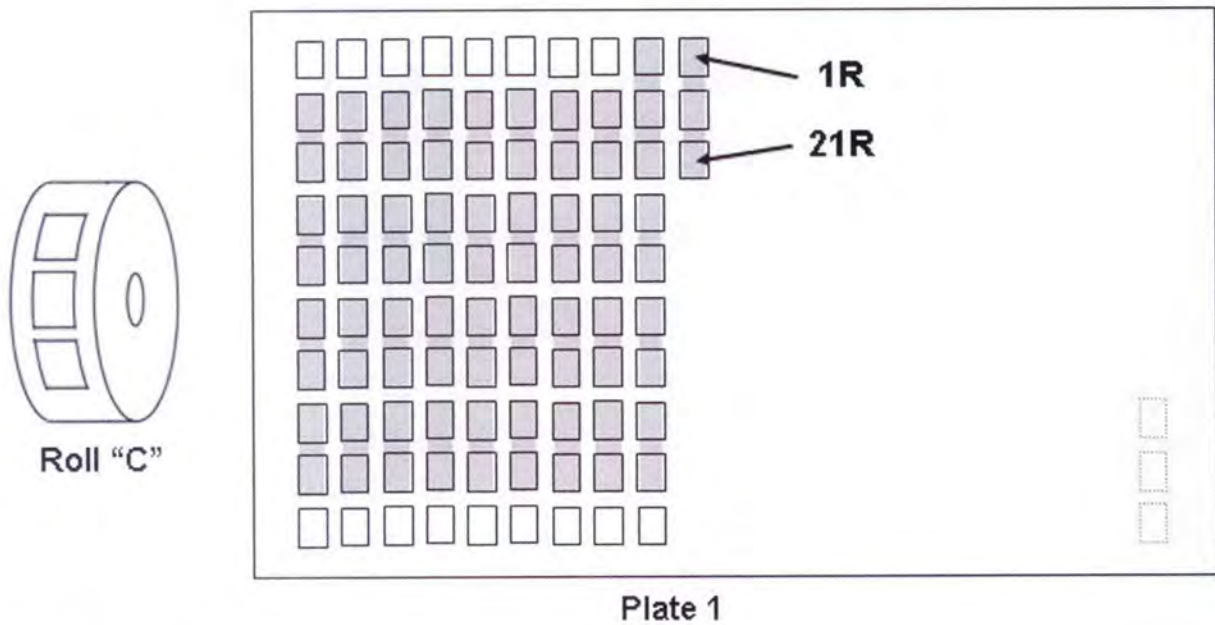


Figure 19. Step 12

Step 13. Finish 1R column using Roll "C" in the standard guide relieving manner.

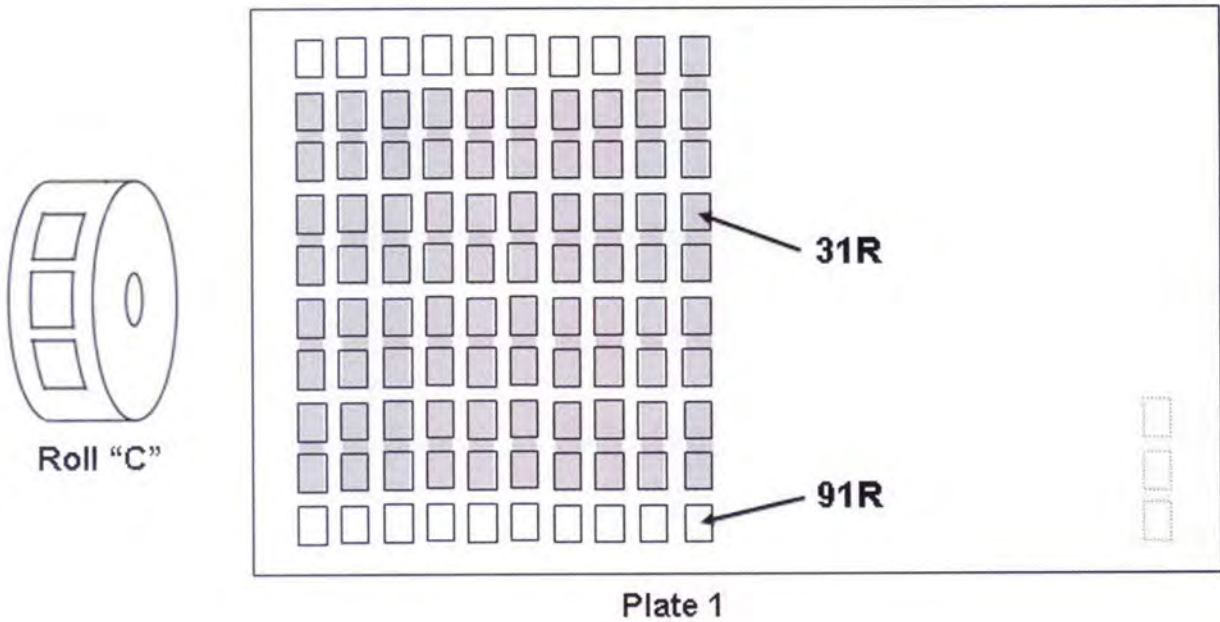


Figure 20. Step 13

Step 14. Enter the 10L column using Roll "C" the same way as in Steps 12 and 13.

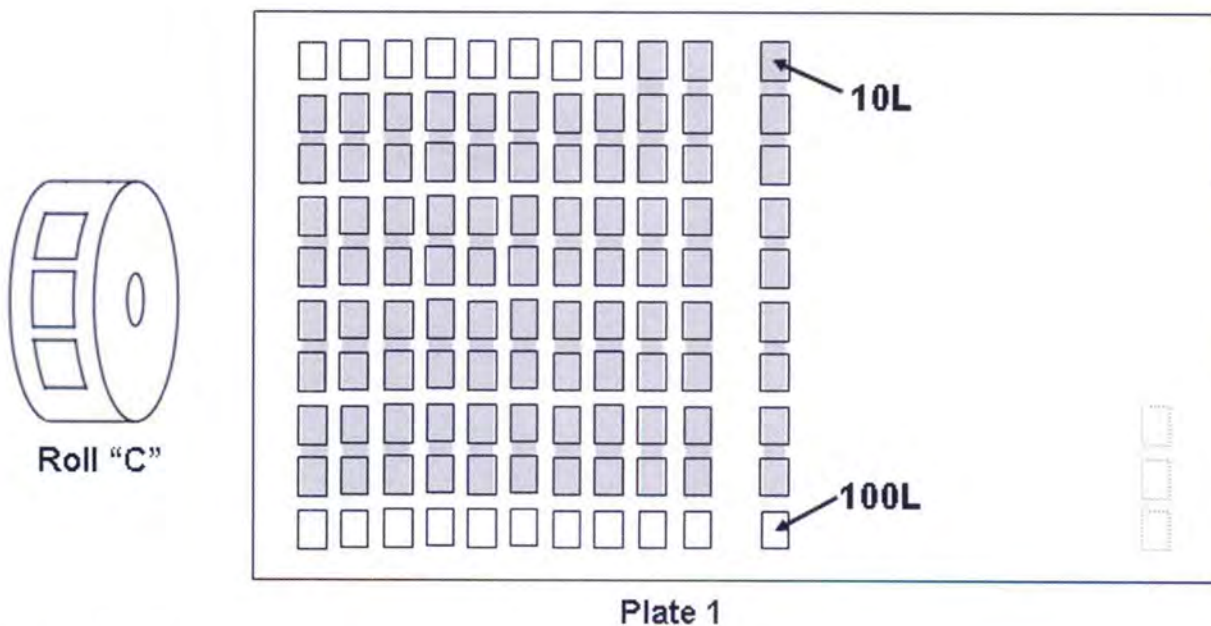


Figure 21. Step 14

Step 15. Complete the remainder of the plate (nine additional vertical columns) using Roll "C" the same way as in Step 14. Note that the final three positions entered are made on top of the remains of the erased invert, 71-81-91L1. The plate, after finishing operations, is now ready to print the stamps.

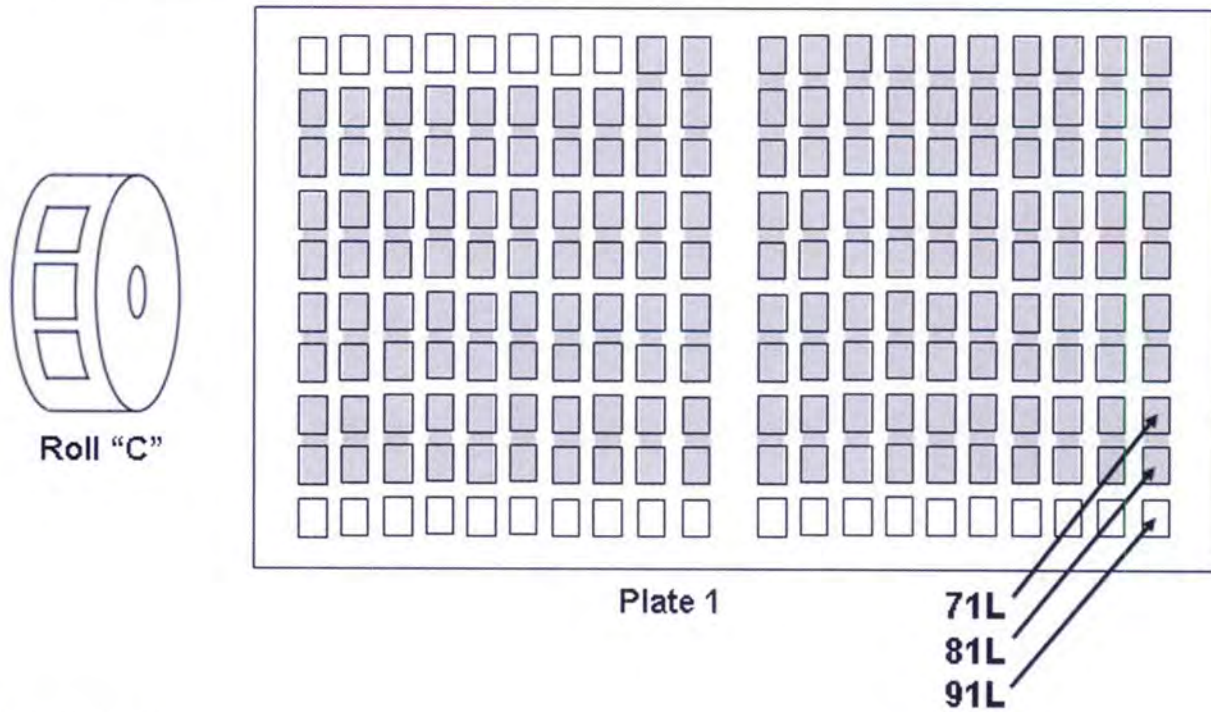


Figure 22. Step 15



Figure 23. Incomplete Design at Top of 17R1E

To summarize, the scenario proposed here has illustrated a different sequence of events than that described by Ashbrook to arrive at the finished Plate 1 Early. It is felt that it is much closer to the truth, but it is important to stress, however, that there is not enough information to be sure what actually happened.

Reasons for Type I and Type Ib

In spite of the attempt in Steps 7 and 9 above to avoid ironing out the bottom of the entries above them (3R1-10R1), all but one of them (7R1E) did, in fact, get partially erased, thus resulting in what collectors call the Type Ib in positions 3-6R1E and 8-9R1E. The bottom of position 10R1E was erased so extensively that it is classified as a Type II stamp. These varieties were *not* created by selective plate burnishing.

Position 7R1E, Type I (see Figure 1) shows the complete design at the bottom because the top of the position below (17R1E) was significantly short-transferred at the top (and thus incomplete). As a result, the bottom of 7R1E did not get ironed out and thus was preserved (see Figure 23). Students throughout the years have come up with many differing explanations for the existence of 7R1E, among them that it received special treatment.⁸ As shown above, 7R1E was not treated as "special." The full Type I design survived because of the short transfer of the stamp below it.

Conclusion

The production of the first 1¢ plate was quite a learning experience for TCC&Co. They faced a number of challenges and met with varying degrees of success

before they ultimately were able to print stamps from this plate. The outcome for TCC&Co was that they learned a great deal about stamp production. The result for collectors over the past 150 years is the multiplicity of types and varieties that we now associate with Plate 1 Early. Because of TCC&Co's ordeal, collectors have enjoyed countless hours studying their work and techniques and developing explanations for what they have seen on the stamps. Perhaps had the answer been simple, all the burning issues would have been solved long ago. This article has suggested an alternate explanation for how the plate was produced, as well as providing a framework for other possible explanations. It has added further understanding of some of the major plate varieties known to exist. It is hoped that this article has set forth some new ideas that will stimulate additional study, leading to the further understanding of this fascinating plate.

Acknowledgments

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Endnotes

¹Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-57* (New York: H.L. Lindquist, 1938), Vol. I, pp. 96-106.

²James H. Baxter, *Printing Postage Stamps by Line Engraving* (Lawrence, MA: Quarterman Publications, 1981), pp. 55-58.

³Baxter, page 64.

⁴Wilson Hulme and Tom Alexander have made the original manuscript receipts available to the author via their work on the Travers Papers, a compilation of original Post Office documents and letters.

⁵John N. Luff, *The Postage Stamps of the United States* (New York: Scott Stamp & Coin Co. Ltd., 1902), page 82.

⁶Stanley B. Ashbrook, *Ashbrook Special Service*, Issue No. 4 (August 23, 1951), pp. 19-22.

⁷On the original document a "3" was crossed out by someone and a "2" substituted.

⁸Ashbrook, Vol. I, p. 315.

Part IIC.
Unusual Usages of the 1¢ Stamp of 1851
by Hubert C. Skinner

Prior to 1851, there were few 1¢ fees or postage rates and, thus, little need for 1¢ adhesive stamps. 1¢ each was charged for drop letters (from 1794) and for way fees (from 1825). The Postal Act of 3 March 1851 reduced rates for carrier delivery and for printed matter (*i.e.*, circulars and newspapers, per ounce, for distances up to 500 miles) to 1¢; the 1¢ rate for drop letters was continued. In addition, a 1¢ fee for advertised letters was established. The Postal Act of 30 August 1852 lowered the printed matter rate to 1¢ anywhere in the United States and increased the weight limit to three ounces.

With the reduced rates in 1851 and the many changes in the handling and processing of the mails, new stamps in new values were issued, including 1¢ adhesives. The ordinary usage of the new 1¢ value was to prepay drop letters, way letters, circulars, and newspapers. In addition, three 1¢ stamps could be used to prepay the intercity letter rate and, in combination with other values, the 10¢ rate to California and other domestic destinations more distant than 3,000 miles or the rates to foreign countries. None of these are considered here to be "unusual usages" unless other factors are involved. Numerous examples of unusual usages of the 1851

stamps are known, but only a selected few can be presented here. Some unusual usages of 1¢ stamps have been described previously by this writer in the *Chronicle* as "Quintessential Covers."

A Quintessential Cover

A Quintessential¹ Cover is collectible for numerous compelling reasons. Such covers are of intense interest to collectors and are a great privilege to own because they represent a higher degree of uniqueness that is more than singular—in such cases there *are* degrees of unicity (*i.e.*, some covers are "more unique" than others!). The cover described here (see Figure 1) is unique in several respects, thus meeting the qualifications for a quintessential cover.

At first, the cover illustrated below appears to be an ordinary 3¢ rate cover—the inter-city rate—franked by a strip of three of the Type II 1¢ stamps of 1851. However, there is no townmark present and the strip is obliterated by four strikes of the remarkable "1" in shaded octagon struck in blue at Philadelphia (see Figure 2).



Figure 1. An inter-city rate cover with the Philadelphia "1" in octagon used as an obliterator

This numeral marking (S-E NS-A 2) represents the new 1¢ postage rate for drop letters and circulars (reduced rates effective on 1 July 1852). The folded letter, addressed to the Whelan firm in Philadelphia, was received there uncanceled and marked at Philadelphia as a drop letter. Inside, the letter is headed "New York 11 July 1851," which explains the 3¢ postage placed on the letter and reveals that it was written only ten days after the stamps were issued and the new rates became effective. Thus, it is an early use of the 1851 issue. The letter was carried "out of the mails" from New York to Philadelphia where it was "dropped" into the post. It is not a "bootleg" cover, as the full inter-city rate of 3¢ was prepaid by the strip of 1¢ stamps. However, it does present an anomaly—a strip of three 1¢ stamps canceled by multiple strikes of the numeral "1" rate marking designed for a 1¢ rate cover (see Figure 4).

An early use, the strip of stamps (Figure 1) is a fresh, clear and crisp early printing from Plate One Early. Further, one of the stamps has two pre-print creases, which adds to its interest. More important, however, is the plate position of the strip, which is 64-65-66R1E, the middle stamp being a major double transfer, the "most pronounced"



Figure 2. Skinner-Eno listing



Figure 3. S-E NS-A-2 on 3¢ 1851

on Plate One Early. For this reason, Stanley B. Ashbrook illustrated this cover in his classic work on the 1¢ stamps as a part of his description of this rare double transfer position.² He described 65R1E as "equally as rare as the Type I, 7R1E...[but] I have seen far fewer copies of 65R than I have of 7R" and examples of this "scarce major shift" as "eagerly sought by specialists of the 1¢ Stamp." The stamps on this cover he termed "a very remarkable strip—tied four times by the Philadelphia blue numeral "1" in a double lined octagon. Quite a scarce numeral rate handstamp used as an obliteration." Ashbrook's pencilled notes can be seen on the face of this cover and his analysis of this cover and of the rare double transfer position are quoted and illustrated in a *Chronicle* article. In addition, the signed notes Ashbrook placed on the reverse of this folded letter are shown in Figure 4 on page 106.³ The cover was illustrated yet again in Thomas J. Alexander's revision of Simpson.⁴ One might be tempted to consider this rare usage of the numeral "1" on an inner-city letter as an unique occurrence. Such is not the case, however, as a revealing example of "postal history off cover" demonstrates, a 3¢ orange brown stamp (Scott No. 10) struck twice in blue with the same "1" in octagon (see



Figure 4. A prepaid 1¢ circular from Philadelphia to Orwigsburg, Pennsylvania



Figure 5. The large quadruple rate valentine cover franked with three 3¢ stamps (Scott No. 11) and three 1¢ stamps (Scott No. 5, 5A and 8A) addressed to Miss Eunice M. Chittenden in Westbrook, Connecticut. The cover was mailed on February 12, 1852, at Deep River, Connecticut, and the 12¢ total postage represents prepayment of the quadruple inter-city rate.

Figure 3). Accordingly, at least one other cover, most likely a letter franked with the 3¢ 1851 stamp and rated at 3¢ for the inter-city rate, existed at one time.

A Remarkable Valentine Cover

Another quintessential cover, a large valentine envelope bearing quadruple rate inter-city postage, was

mailed on "FEB/12" [1852] at "DEEP RIVER/Ct." and was addressed to Miss Eunice M. Chittenden of Westbrook, Con[n]ecticut. Such large ornamental valentine envelopes, though not common, are fairly typical of the late 1840s and 1850s. A number of other similar valentine covers are recorded bearing the 1847 first issue stamps or 1851-1861 adhesives. Some are stampless (almost all stampless valentines are prepaid)



Figure 6. Detail view of the vertical pair (7-17R1E) from the large valentine cover shown on the previous page. Ashbrook's drawing of the rare Type I, position 7R1E, is shown to the right of the stamps.

or bear adhesives issued by the competing local posts. The 12¢ quadruple rate postage on the valentine cover illustrated here (Figure 5) was prepaid by three 3¢ stamps (Scott No. 11) and three 1¢ stamps, consisting of a vertical pair and a single stamp; all three are different types. The adhesives are arranged artistically at the four corners of the large cover with the vertical pair at lower left, a 3¢ stamp in each of the other three corners and a 1¢ stamp placed on the reverse to seal the envelope.

The unusual and quintessential nature of this cover pertains to the adhesive stamps used for prepayment of the postage. All three of the 1¢ stamps are from Plate One Early, each is a different type and each has a different catalogue number. The vertical pair (see Figure 6) is 7-17 R1E and the single is from position 3R1E. The top stamp in the pair is Type I, the rarest general issue U.S. postage stamp (Scott No. 5). (There are fewer recorded examples of certain catalogue-listed "stamps" impressed with grills of unusual sizes, but these are not considered by this writer to be separate general issue postage stamps. Further, he does not believe the last words on certain Continental Bank Note printings have yet been voiced or written.). The bottom stamp in the vertical pair is a Type IIIa (Scott No. 8A) with a wide

break at the top and the single stamp on the flap is a Type Ib (Scott No. 5A). The three imperforate 3¢ stamps are brownish carmine (Scott No. 11), the typical color of the 3¢ stamps printed in 1852 after the mixture of pigments was changed late in 1851 from the 80% Venetian red (iron oxide pigment) and 20% vermilion (mercuric sulphide pigment) used for the earlier orange brown printings to what Chase described as "a very good quality of Venetian red without admixture of vermilion."⁵

Only one other cover is recorded with two other types of the 1¢ designs; however, it is a single rate inter-city cover and does not bear any additional adhesive stamps. Thus, our quintessential cover is unique in its combination of three 1¢ types with, in addition, three 3¢ stamps. Further, this cover bears the only Type I 1¢ stamp known used on a valentine envelope. One other combination usage is recorded, a Type I 1¢ stamp used with a single 3¢ stamp.

This cover was described and illustrated previously in the *Chronicle*;⁶ in the Silver Anniversary Booklet of the USPCS;⁷ and in Thomas J. Alexander's revision of Tracy Simpson's *U.S. Postal Markings, 1851-1861*.⁸ A more detailed description of this cover and an illustration of the valentine enclosure can be found in the *Chronicle* article.

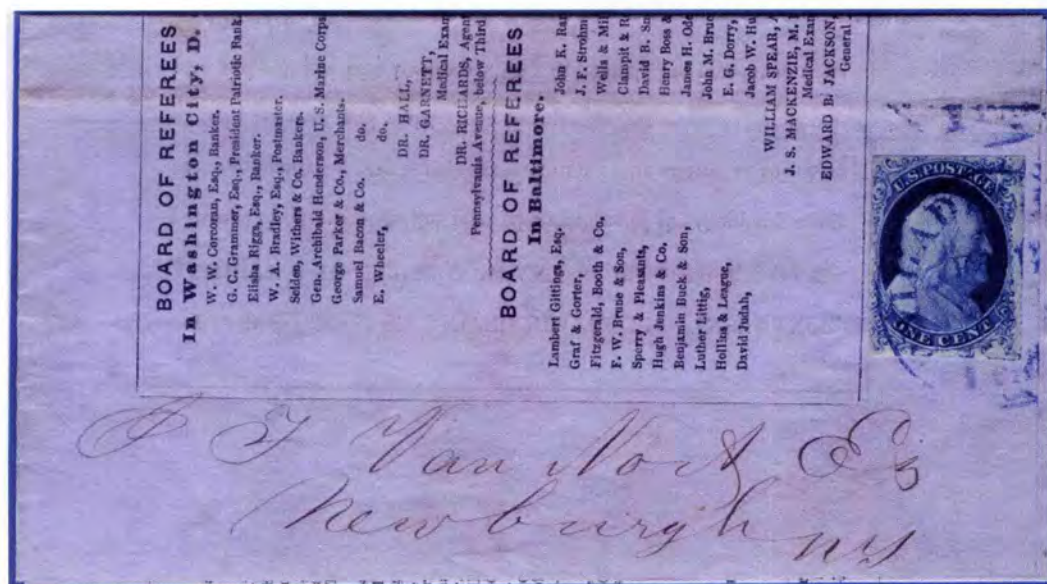


Figure 7. A single Type I stamp (7R1E) from Philadelphia to Newburgh, N.Y.

Another Type I on Cover

Another wonderful Type I stamp on cover resides in a well-known Midwestern collection. It is a single 7R1 E with full margins (Scott No. 5), showing the type characteristics at top and bottom clearly, used at Philadelphia on a printed circular (see Figure 7). The date of use appears to be February 1852, thus a contemporary usage with the valentine cover. This circular is postmarked at Philadelphia and is addressed to Newburgh, N.Y. It represents a normal usage of the

1¢ single stamp to prepay the 1¢ circular rate. The unusual feature is the presence of a handsome copy of the rarest general issue United States postage stamp. The blue stamp on a circular printed on blue paper makes a very attractive combination.

A Rare New York City Delivery Cover

Though a number of covers have been recorded with the 1¢ stamp used as early as 1852 to prepay a way fee, few (if any) can be identified with the carrier fee prepaid



Figure 8. A prepaid carrier delivery cover used at New York City on March 15, 1856



Figure 9. An Eagle Carrier stamp prepaying the 1¢ pickup fee at Cincinnati, Ohio

by the 1¢ stamp of 1851 prior to 1856. At New York City, double-circular postmark/cancelers were introduced in early 1856. These markings consisted of two concentric circles with "U.S. MAIL" above and "CITY DELIVERY" below between the two circles. At center, a large removable rate numeral ("1" or "2") above and a smaller, abbreviated month and day below were present. A removable "PAID" logo was attached at the top outside the double circle. Illustrations and detailed descriptions of the usage of these markings (with and without the "PAID" logo) appear in Ashbrook's classic work on the 1¢ stamps.⁹

Ashbrook's records show the earliest known usage of this marking as March 28, 1856, on a 3¢ stamp representing overpayment of the delivery fee.¹⁰ According to the Ashbrook records, another cover from late March 1856 (then in the Harold C. Brooks collection) represents the earliest usage of the 1¢ stamp to prepay the carrier fee at New York (or anywhere?). The cover at Figure 8 not only appears to be earlier in both categories, it also bears the octagonal hour marking in red which Ashbrook describes as the only known example not struck in black ink.¹¹ I read the date on that cover as March 28 [1856]; and I have seen two additional examples of the hour marking struck in red including the cover illustrated above. It, as in the case of the ex-Brooks cover, bears a 1¢ stamp canceled by the paid double circle marking with a numeral "1" showing pickup and delivery entirely within the carrier service, fully prepaid. Both covers now reside in the

same collection of New York City postal history. The cover illustrated here bears a full margined 1¢ Type II stamp (Scott No. 7) and the date appears to be March 15 [1856]. Thus, this cover is the ECU for both the double circle handstamp (as a canceler) and the hour marking. I believe that the hour marking was struck in red only briefly (for two weeks?) and then changed to black for improved legibility. The rate marking with "PAID" logo continued to be struck in red as this color indicated paid and black indicated unpaid.

Another Rare Carrier Cover

Another rare 1¢ carrier cover is illustrated in Figure 9. However, it bears the 1¢ Eagle carrier stamp (Scott No. LO2), one of the two adhesives issued in 1851 for this special carrier usage, rather than one of the 1¢ general issue stamps. The 1¢ carrier stamp is canceled by a distinctive split squared target cancel (S-E SD-T 45) used in 1854 by C.C. Williams to obliterate his own 2¢ Williams' City Post adhesives (Scott No. 9LB1) as well as the 1¢ Eagle carrier stamps. Elliott Perry records this cancel in blue on the Williams stamp on a cover from the Stephen D. Brown collection and on a Eagle stamp (in blue) on another cover dated December 4, 1854, which also bears a 3¢ stamp.¹² Clearly, the ex-Brown cover represents local usage and the second cover shows prepayment of the 1¢ pickup fee on an outbound inter-city letter. Perry makes no mention of the split grid cancel struck in red; this represents the 1¢ pickup fee

"to the post office." However, both red and blue squared target cancels are listed on the Eagle carrier stamp in the 2001 Scott *U.S. Specialized Catalogue*.

In late 1854, C.C. Williams received his official appointment as letter carrier at the Cincinnati Post Office, which Perry believed took effect in October due to a public notice printed in the Cincinnati Daily Gazette on October 27, 1854.¹³ For a detailed account, see the brief articles in *Pat Paragraphs* that illustrate this advertisement and quote from listings in the Cincinnati directory for 1855.¹⁴ That Williams was performing his pickup and delivery services as early as September 1, though perhaps unofficially, is shown by the cover illustrated here which is dated "SEP/1" [1854]. As Williams left his post with the carrier service in the spring or early summer of 1855, the above pictured cover could not be from 1855. Thus, Williams' City Post and Williams' carrier services lasted less than one year.

The cover in Figure 9 documents the usage of the 1851 1¢ Eagle carrier stamps in Cincinnati and demonstrates that Williams' split squared target cancel actually was used on the Eagle carriers. Further, this red target tying the Eagle carrier stamp to this cover indisputably links C.C. Williams to the carrier service at the Cincinnati Post Office, as this cancellation also was used by Williams on his own adhesive stamps. Elliott Perry's research and analysis of the Cincinnati carrier usages is documented and largely verified. The only factor left unresolved is the actual date that Williams began his work with the Cincinnati Post Office.

A Transatlantic Circular Cover

The rate for printed circulars to a foreign country during the 1851 period was 2¢. Prepaid circulars are scarce but certainly are not rare. The circular shown at Figure 10 is unusual in the rarity of the stamps used for prepayment of this 2¢ international circular rate.

The printed circular was mailed at New Orleans on "NOV/17" [1856] and is addressed to Vienna, Austria, a somewhat scarce destination. It was carried by a British packet and was exchanged at Calais, a French port of entry. From Calais, the letter was forwarded to Vienna, where it was received and backstamped on "13 DEC." The unusual aspect of this folded letter is that the circular rate is prepaid by a pair of 1¢ Type II stamps from the left pane of Plate Three, a relatively scarce plate, positions 19-20L3. Multiples, even pairs, from this plate are rarely seen. Further, the stamps are in a deep Prussian blue shade, which renders them not only highly desirable but quite beautiful. This cover formerly resided in the Stephen D. Brown and Philip H. Ward collections.

Prepaid Way Covers

As noted above, covers with the 1¢ stamp used for prepayment of the way fee are recorded. Such covers are very scarce, but almost all examples consist of a 1¢ stamp used together with a 3¢ stamp to pay the 3¢ intercity rate + 1¢ way fee. The cover shown in Figure 11



Figure 10. A transatlantic printed circular from New Orleans to Vienna



Figure 11. A prepaid "way" cover which entered the mails at New Orleans in early 1852

was picked up somewhere along the Mississippi River by a contract vessel bound for New Orleans, where the cover entered the mails on "MAR/6" [1852], as shown by the postmark at left. The two stamps were canceled with a characteristic black grid and the folded letter was endorsed "Way" indicating its origin, having been picked up on the "way" to New Orleans.

The cover shown above bears a 1¢ Type II stamp

(Scott No. 7) and a 3¢ stamp (Scott No. 11). This usage from March 1852 represents an early use of a 1¢ stamp to prepay other than the circular or drop letter rates. Similar prepaid way covers, addressed to New Orleans, are fairly scarce but are not rare as some vendors claim when such covers are offered for sale. Similar covers from other way routes are relatively rare.



Figure 12. The Savannah "MAIL ROUTE" cover described by Ashbrook



Figure 13. The second known prepaid way cover from Savannah, Georgia

The Savannah "MAIL ROUTE" Covers

Covers bearing handstamped markings reading "MAIL ROUTE" have fascinated postal historians for many decades. The first definitive articles were published in *Stamps* magazine by Henry Meyer in the mid-1950s. Most of the "MAIL ROUTE" markings were applied to covers at New York, Philadelphia and Providence in the years 1827-1830 and do not occur with adhesive stamps. "MAIL ROUTE" as struck on these early covers has a totally different meaning from the "MAIL ROUTE" marking struck years later at Savannah, Georgia.¹⁵

The Savannah "MAIL ROUTE" marking struck in red ink is known on stampless covers (1846-1849), but only five examples are recorded. The same handstamp struck in black ink is recorded on only four covers. Two of these are prepaid way covers and were franked with 1¢ stamps (Scott No. 7, 9), adding 1¢ to the 3¢ payment for the ordinary inter-city rate; both are illustrated here (Figures 12 and 13). In addition, a very few off cover 1¢ stamps are known with a part of the "MAIL ROUTE" marking in black (S-E PM-RM 5) as sole cancel on the stamp. A third envelope bears a single 3¢ orange brown stamp (Scott No. 10) used "DEC/2" [1851 - year dated enclosure]. The fourth is a Nesbitt entire (Scott No. U9) with a Savannah CDS dated "OCT/6." As this entire was issued in 1854, the known period of use in black ink on franked covers is from late 1851 to

(at least) late 1854. Clearly, the meaning of the Savannah "MAIL ROUTE" is "picked up on the mail route on the way [to Savannah]" by a contract vessel on a "mail route." At Savannah, the letters were postmarked, struck with the origin marking "MAIL ROUTE" and forwarded to destination.

The cover shown on the previous page was illustrated in Ashbrook, with the 3¢ stamp missing.¹⁶ Here, another 3¢ stamp is affixed to indicate the proper franking on this prepaid way cover (as it was sold in the Thomas J. Alexander Collection, 1990). The 1¢ stamp is the recut Type IV (Scott No. 9). The year of use is probably 1852 (the "2/JUL" on the restored stamp does not relate to the actual day or month of use). Ashbrook's brief description reads (correctly) "Such items as these have been mistakenly termed 'Carriers,' when in fact this particular item shows a prepayment of the 'WAY' fee. Picked up enroute, it was deposited in the Savannah Post Office, postmarked, and the 1c 1851 [sic] canceled 'Mail Route.'" Later articles by Arthur H. Bond and Thomas J. Alexander add little except that the 3¢ orange brown cover described above is illustrated on p. 211 in Alexander's book.¹⁷

The second prepaid way cover recorded bearing the Savannah "MAIL ROUTE" marking is shown at Figure 13. It is franked with a single 1¢ Type II stamp (Scott No. 7) placed on a Nesbitt entire (Scott No. U9). It is similar to the fourth in the list of known covers with the "MAIL ROUTE" marking struck in black ink. The 1¢



Figure 14. A Prussian Closed Mail Cover from Baltimore to Alexandroffsky, Russia

adhesive is tied to the 3¢ indicium by the Savannah CDS and, in addition to the "MAIL ROUTE" handstamp, the cover is endorsed "pr Steamer of 14th to NYork." This cover formerly was in the Cipolla Collection. No additional Savannah prepaid way covers have been located. Thus, the Savannah "MAIL ROUTE" marking is not only quite unusual, but it appears to be extremely rare.

An Unusual Transatlantic Cover

The cover illustrated here (Figure 14) represents only one of many transatlantic covers with 1¢ imperforate stamps used to prepay a portion of the rate required to carry the letter to destination. However, this one is quite unusual in the franking used to make up the 37¢ rate to Russia by Prussian Closed Mail routed via Great Britain. Only three covers, including this one, all addressed to William L. Winans, are recorded with this combination



Figure 15. The 1851 stamps used in combination with a Nesbitt entire to Canada West



Figure 16. Another combination 10¢ rate cross-border cover to Canada franked with a single 1¢ imperforate recut Type IV stamp from Plate One Late and two 3¢ perforated Type I stamps from the 1857 issue on a 3¢ Nesbitt postal stationery envelope. A three way combination such as this is quite unusual.

of stamps. Winans, of Baltimore, worked for the Baltimore and Ohio Railroad. The letter is addressed to him at Alexandroffsky, H[is]. M[ajesty's]. Works near St. Petersburg, Russia. The "works" was a railroad, the first railroad to be built in Russia, being built to the Czar's summer palace which was under construction at this time. Evidently, Winans was a consultant.

This folded letter to Russia bears three full margined 12¢ stamps and a single 1¢ recut Type IV stamp with wide margins used together to make up the 37¢ rate by Prussian Closed Mail. It was posted at Baltimore on "APR/15" [1856] and dispatched to Russia via Great Britain and Aachen, the exchange point for Prussian Closed Mail. Today, this magnificent cover is part of a prominent collection in Texas.

Combination Covers to Canada

In 1851, the single rate to Canada (½ ounce, up to 2,500 miles) was set at 10¢. As no 10¢ stamps were issued until 1855, if prepaid this rate had to be made up with a combination of values, generally a single 1¢ stamp and three 3¢ stamps. After 1854, the 3¢ Nesbitt postal stationery envelopes could be used in combination with imperforate adhesives.

The cover illustrated in Figure 15 originated in Cleveland, Ohio on "APR/30" [1856], was exchanged at "WINDSOR[Ontario]/C.W." on "MY 1/1856" and

was received at "COLLINGWOOD HARBOR" [Canada West] on "MAY/2" as attested to by backstamps. In addition, it is handstamped "In My Opinion This Cover Is Genuine In Every Respect/STANLEY B. ASHBROOK." together with the notation "10c Rate to CANADA" and Ashbrook's signature in manuscript on the reverse. The postage is fully prepaid by a recut 1¢ Type IV adhesive (Scott No. 9) and a vertical pair of 3¢ stamps (Scott No. 11) on a 3¢ Nesbitt envelope (Scott No. U9). This usage is late in the period of use of imperforate adhesives, and is a bit unusual only in that it represent a three-way combination of two different values with a postal stationery envelope. Most earlier covers are franked with three 3¢ stamps and a single 1¢ stamp.

The cover illustrated in Figure 16 carries a much scarcer combination. Superficially, this Nesbitt envelope resembles the Cleveland cover in its combination of a 3¢ entire with a single 1¢ adhesive stamp and two 3¢ stamps. However, closer examination will reveal that the two 3¢ adhesives are perforated Type I stamps (Scott No. 25). This combination of issues is quite unusual, representing late usage of an imperforate 1¢ Type IV stamp (Scott No. 9) with the perforated 3¢ stamps of 1857 used together with a 3¢ Nesbitt postal stationery envelope to make up the 10¢ single postage rate to Canada.

This cross-border envelope was postmarked at



Figure 17. The "Bucksport Flag" on a 3¢ inter-city rate cover. Note that the obliterator is positioned to allow the "PAID" to fall on the cover as a postal marking and the grid to cancel the stamp.

"DEDHAM/MASS" on "SEP/25" [1857] and received at "QUEBEC/L.C." on "SP 28/1857" as shown by a Quebec City double arc circular datestamp on the reverse of the cover. The "DEDHAM/MASS" datestamp is struck clearly in red ink, but inexplicably, the "SEP" is either underinked and, thus very faint or, for some reason, is missing entirely from the circular datestamp. The adhesives and the Nesbitt indicium are canceled by four strikes of the distinctive Dedham "PAID in elaborate grid" cancellation (S-E PM-PE 5) struck in

black ink. This attractive cancel adds to the interest and appeal of this cross-border combination cover.

The Bucksport, Maine, Blue "Flag"

As the 1851 issue is only the second series of adhesive stamps issued by the United States Post Office, the evolution of canceling devices was still in its formative stages. The exciting pictorials and other so-called "fancy" and elaborate cancels were yet to make

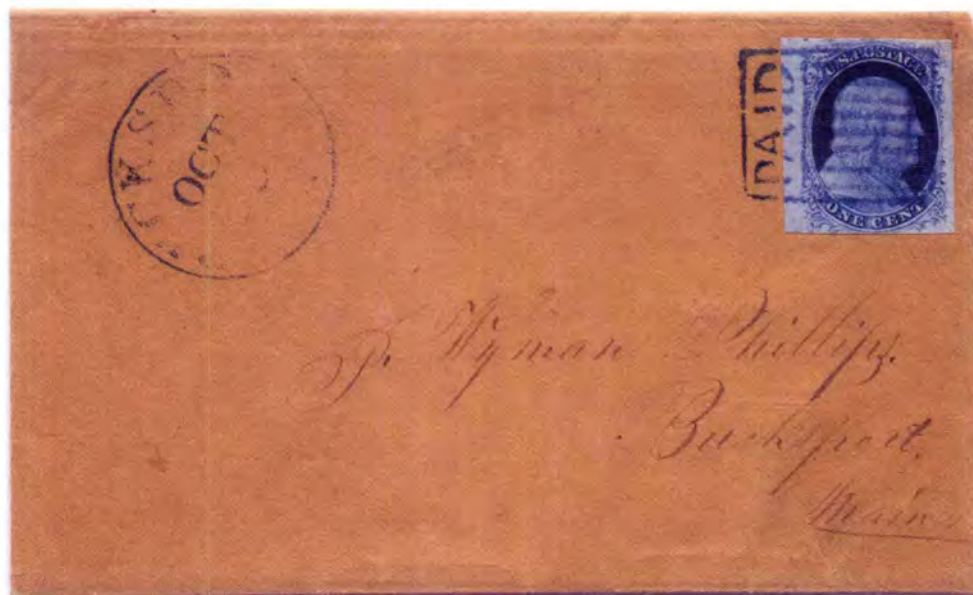


Figure 18. A drop letter from Bucksport, Maine, with the so-called "Bucksport Flag" as a combination postal marking/obliterator. Note the "PAID" falls on the cover and the grid capably cancels the 1¢ stamp. The salmon color adds to the beauty of this remarkable cover.



Figure 19. An ornamented envelope picked up and delivered by the New York City Delivery (official carrier service) at "11/2 P. M." as shown by the elongate octagonal hour marking at top center. The "B" at the top of the hour marking indicated carrier delivery from Station B. The unusual corner card, embellished by a woodcut of the Croton Mills Building, is printed across the left end of the envelope. The stamp, a recut Type IV, is position 69 from the left pane of Plate One Late, and is canceled by the red CDS of the NYCD carrier service. The cover is further enhanced by allegorical and heraldic design woodcuts on each of the four back flaps as shown in Figure 20.

their appearance. Only a very few truly pictorial obliterators are recorded on the 1851 stamps. Perhaps this is the reason many cancellation collectors have been motivated to label this killer "The Bucksport Flag with PAID." This writer chose to classify it as a Simple Design-Grid (S-E SD-G 108) in the volume on *United States Cancellations, 1845-1869*, with cross listings under flag cancels and paid markings. Further, it is rather uncommon for fancy or otherwise distinctive cancels to appear on other than inter-city letters. Thus, covers such as the 3¢ cover illustrated and described in Figure 17 are highly desirable and eagerly sought after by cancellation and postal history collectors.

The handsome cover represents the ordinary usage of this combination postal marking and cancelling device to obliterate a 3¢ stamp on an inter-city letter. Note that the image is positioned carefully such that the "PAID" marking falls on the cover as a postal marking and the square grid portion of the device cancels the adhesive stamp. The usage may be from early 1852 as the docketing notation indicates at lower left. The cover has an ornamental blind embossed border and was postmarked on "FEB/19." Clearly, however, it is not a valentine cover as the sender was Henry Gibbs and the recipient was Tho[mas] C. Farris, Esq [an attorney].

The uncommonly attractive item illustrated at Figure 18 is another cover from the well-known Midwestern

collection cited earlier. The salmon color, together with the blues of the adhesive and the postal markings, add to the appeal of this rare cover. As stated above, it is rather unusual for distinctive obliterators to be used on other than inter-city letters. Again, the canceling device was positioned such that the "PAID" portion falls on the cover and is thus more legible. The square grid portion capably obliterates the adhesive stamp. Perhaps the fact that this device is a combination postal marking and killer explains this scarce usage. The 1¢ stamp is a recut Type IV from Plate One Late, position 31R1L. Note the remarkably full margins on the 1¢ stamp which further enhance this beautiful cover.

An Elaborately Ornamented Carrier Cover

Woodcuts of buildings used to enhance printed corner cards are relatively scarce during the life of the 1851 issue. Such a cover with the corner card embellished by a woodcut of the Croton Mills Building is illustrated in Figure 19. However, as the fully "exploded" cover shows (Figure 20), each of the back flaps also bears a handsome woodcut illustration. Lavishly decorated envelopes like this with all four back flaps ornamented by allegorical and heraldic designs in addition to demonstrative advertising are not only most unusual but are quite rare. Further, on the cover illustrated here in Figures 19 and



Figure 20. An elaborately ornamented envelope delivered by the New York City Delivery carrier service [c. 1857]. See the earlier text for a detailed description of this cover.



Figure 21. The "SAN FRANCISCO NEWS LETTER" of June 5, 1857, franked with a 1¢ Type II stamp from Plate Two. The newspaper is addressed to the "Hon J. W. Denver, Washington, D.C.," a United States Representative from California earlier in 1857, and the same man for whom the City of Denver was named.

20, the artistic images are printed in blue and the envelope bears a gem quality four margined 1¢ Type IV stamp from Plate One Late (69L1L) printed in a dark shade approaching Prussian blue. It is no surprise that these magnificent woodcut illustrations are signed by both the artist and the engraver. Finally, the individual who addressed the envelope to "C.L. Noe, Esq." was inspired to use calligraphic flourishes to enhance the appearance of this missive.

This fully prepaid cover is from the New York office of Croton Mills on Cherry Street. It was picked up, postmarked on "MAR/31," and delivered to No. 23 Delancy St[reet] at "11/2 P.M." from carrier station B as shown by the octagonal hour marking (see Figure 19). The distinctive dated carrier postmark is struck in red as was customary for prepaid letters and the hour marking is in black as it should be at this time [probably 1857]. Both markings are clearly struck and fully legible. To date, except for valentine covers, no other elaborately ornamented cover similar to this one (a commercial business envelope) used with the 1851 issue has been recorded by this writer. The stamp, position 69 from the left pane of Plate One Late, is a triple recut position (one of only ten positions on the left pane), recut once at top and twice at bottom. The wide bottom margin of this stamp is sufficient to show both recuts at the top of the quadruple recut, 79L1L, positioned just below this one. The circular date stamp of the NYCD service is struck in red on this cover (red is the color indicating

prepaid) and the device has an attached "PAID" logo at the top of the marking outside the double circle. Unpaid (due) letters and circulars lacked the "PAID" logo and were struck on the cover in black ink.

An Illustrated News Letter

In 1857, a miniature newspaper was printed and distributed at San Francisco. The small paper, consisting of several pages, was folded and mailed to various destinations. An octagonal printed panel with space for the address (see Figure 21) formed the front of the cover and, if nothing was written inside, the News Letter could be sent cross country for 1¢ (printed matter, 1¢ up to three ounces). Several examples of these News Letters have survived. If any written message or notations appeared within the newsletter, the full letter rate was charged. An example of the San Francisco News Letter charged with the 20¢ letter rate to Panama, used on June 20, 1857, franked with a single 10¢ adhesive and handstamped "DUE 10," is illustrated in Thomas J. Alexander's revision of Simpson.¹⁸

This "SAN FRANCISCO NEWS LETTER" bears a 1¢ Type II stamp, a "B" relief from Plate Two. The date printed inside is June 5, 1857, which confirms the month and year of mailing. The addressee is the "Hon. J. W. Denver," at Washington, D.C., who was an United States Representative from California (March 4, 1855 to March 3, 1857). At the time of mailing, J.W. Denver was no



Figure 22. An illustrated Temperance Cover franked with two 1¢ stamps from Plate One Early. It has an allegorical figure at the left and proclaims that "THE STATE THAT GIVES THIS BOON WILL BE IN BLESSING BLEST." and "WILL FREE ALL NATIONS FROM THE CURSE OF RUM."

longer in Congress but was serving on the Commission for Indian Affairs, representing the state of California. Later (1858), the City of Denver was founded and named for him; this city was the territorial capital (1867), and became the state capital in 1876. This historic newsletter resides today in a prominent collection in Texas.

An Illustrated Temperance Cover

The cover shown at Figure 22 illustrates one of the allegorical or heroic designs which were motivated by political or social reform movements. This temperance cover appeals for support for the cause that "WILL



Figure 23. A hand-drawn illustrated cover from the well-known Pattee correspondence, depicting two men seated in a horse-drawn wagon moving to the left and pursued by a small dog. Several other hand-illustrated covers are known addressed to John A. Pattee of New York City.



Figure 24. A printed *Prices Current* with the United States portion of the postage prepaid "to the lines," and the Canadian postage of one penny (1^p) to be collected upon delivery. The 1¢ stamp is a recut Type IV from Plate One Late (Scott No. 9).

FREE ALL NATIONS FROM THE CURSE OF RUM." The probable year of use is 1852. This handsome cover is in the same collection as the newsletter cover described above.

The allegorical temperance cover is franked with two 1¢ stamps from Plate One Early. One, at upper left, is position 99R1E, a Type II "A" relief position (Scott No. 7). The one at upper right is a similar stamp, an "A" relief design from Plate One Early, and is quite likely from a nearby position. The stamp at left is canceled by the double line oval postmark of "BROOKLINE/MASS." applied on "JUN 2"; the one at right is obliterated by a red grid.

An Elaborately Hand Illustrated Combination Cover

This all-over hand-drawn design is one of several from the well-known Pattee correspondence; all are highly desirable for their artistic innovation and eye appeal. The one illustrated in Figure 23 is a combination cover with one 1¢ stamp and one 3¢ stamp incorporated into the elaborate design picturing two men seated in a horse-drawn wagon in motion toward the left side of the cover. The 3¢ stamp prepaid the inter-city rate and the 1¢ stamp evidently was intended to pay the fee for carrier delivery in New York City.

The cover is addressed to "John A. Patt—e—e, No. 192 Fulton Street, New York." It originated in West

Cambridge, Massachusetts. The hand-drawn design extends over the two adhesives and makes it difficult to identify the stamps. The 1¢ stamp, however is from Plate Two and appears to be a Type II stamp. This intriguing cover is now in the well-known Midwestern collection cited earlier.

A Circular to Canada

A printed prices current, dated September 4, 1854 (Figure 24), illustrates the 1¢ imperforate stamp used to prepay the United States portion of the postage on a printed circular "to the lines" with the one penny Canadian portion, represented by the "1^p" handstamp in black ink, to be collected from the addressee upon delivery. The circular is backstamped with a Brantford receiving mark. The oval handstamp reading "PRINTED/CIRCULAR" is a private marking, not a postal marking.

The 1¢ adhesive on this circular is a recut Type IV stamp from Plate One Late (Scott No. 9). It was posted in New York City on "SEP/6" [1854] and dispatched overland to Brantford, Canada West. The "1^p" marking at the top center of this printed circular was struck on the cover in Canada and represents the postage due upon delivery. This circular was illustrated by Susan McDonald in her article on the cross-border markings in Alexander's revision of Simpson.¹⁹ Both this cover and the one described next are from the same prominent



Figure 25. A second printed Prices Current with the United States portion of the postage prepaid "to the lines" by a 1¢ 1851 adhesive (Type II, Plate One Early, Scott No. 7). The large, slender "1" at center represents the one penny Canadian postage due from the addressee in Brome Center, C.E. The printed circular is dated 1 June 1852. Curiously, the circular was mailed on "MAY/31" [1852], one day earlier than the printed date.

Texas collection as the San Francisco News Letter illustrated above.

Another Circular to Canada

Figure 25 shows another prepaid "to the lines" cover to Canada with the United States portion of the postage prepaid by a 1¢ 1851 adhesive and handstamped "1" in Canada, representing the one penny postage due from the addressee upon delivery at its destination in Canada East. It is another printed prices current.

This folded circular bears a date printed inside, "1 June 1852." It was mailed and postmarked at Boston on "MAY/31" and received at Brome Corner, Canada East, on June 2. The long, thin "1" struck in Canada showing the one penny postage due upon delivery is rather unusual and distinctive. The adhesive on this circular is an "A" relief Type II stamp from Plate One Early. It seems a bit curious that the circular is dated one day after the mailing date.

The 1¢ Imperforate Stamp Used as a Legal "Seal"

Certainly one of the more unusual usages of the 1¢ stamp of 1851-1857 is that one shown at Figure 26. This writer has encountered (and acquired) three examples of trimmed-to-shape United States stamps, each used as a seal or imprimatur on legal documents. Only one

of these is from the 1851 period; it is illustrated here. The second example is a portion of a 3¢ 1861 stamp (previously used) cut into an eight pointed stellate design and (re)used together with a 50¢ conveyance revenue stamp. It is attached to the document with a wafer and an impressed grid. The third item is a 2¢ Blackjack of 1863 (previously used), cut into a rhomboid shape and used with a 5¢ imperforate inland exchange revenue stamp and similarly attached to a document.

The document illustrated here is a Power of Attorney executed on the 10th of March 1858 by Thomas Blacklock of Addison, Addison County, Vermont. A diamond-shaped portion of two 1¢ imperforate stamps is affixed beneath Thos. Blacklock's signature within the following declaration:

In witness I have hereunto set my hand and seal
this 10th day of March 1858 Tho^s Blacklock
Addison March 1858

Evidently the diamond-shaped piece was utilized as a "seal," according to the term used in the statement quoted above. The type of the imperforate stamps cannot be determined from this small piece, but the left stamp shows the top right ornaments of the "B" relief (or possibly "T" relief, first condition). However, we *can* be sure that the left stamp in the small piece is not a mutilated example of the rare 7R1E, as the doubling in the ornaments at the top right of this rare position is not

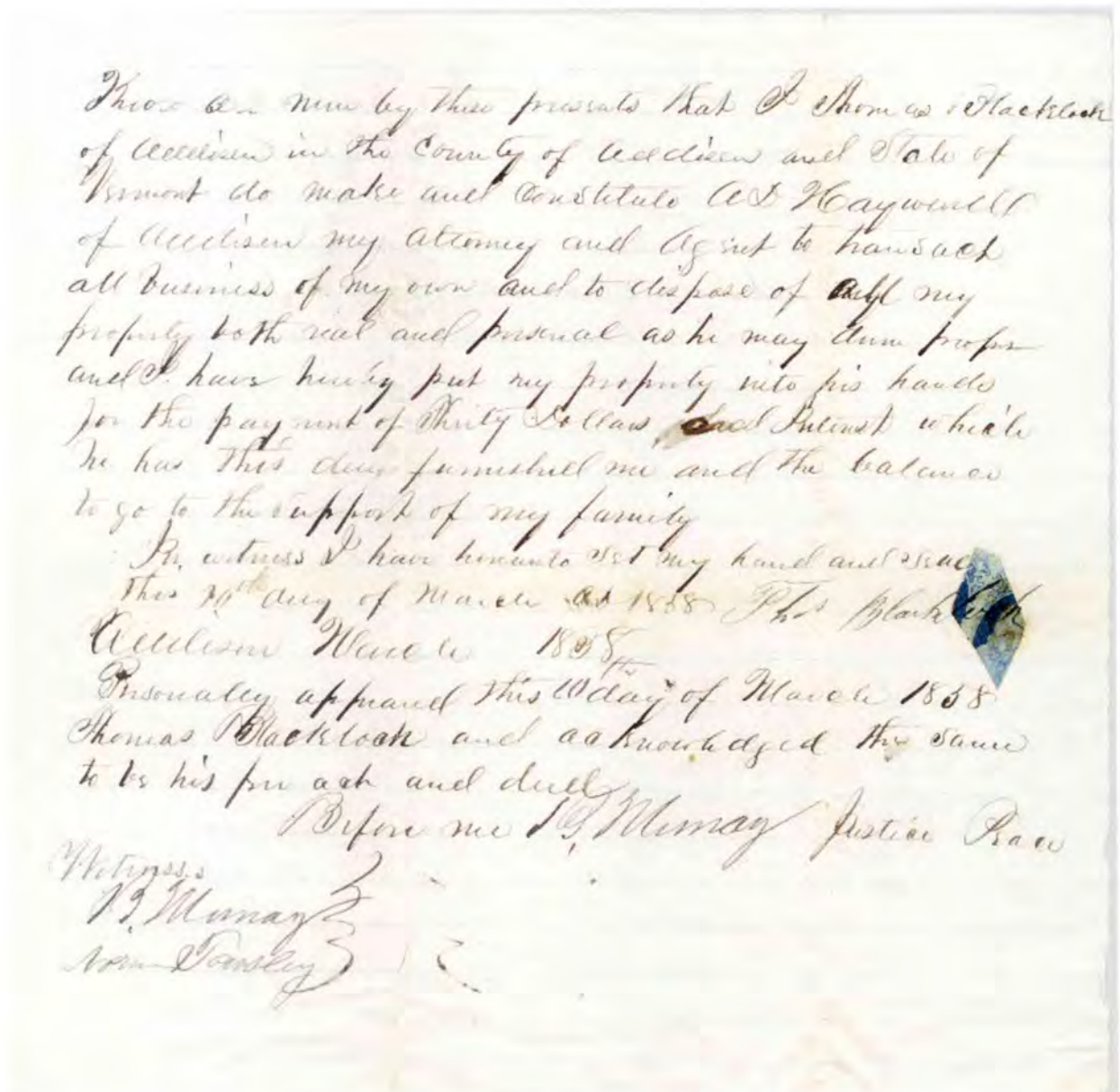


Figure 26. An unusual, possibly unique usage of the 1¢ stamp of 1851. A small, diamond-shaped piece of two imperforate 1851 stamps bridging the space between the two positions was used as a "seal" on a legal document, a Power of Attorney signed and witnessed in March 1858 at Addison, Vermont. The signature of Tho^s Blacklock lies across the "seal," tying the stamps to the document.

present. The piece is stained but whether it was used previously cannot readily be determined.

Concluding Remarks

The usages selected to be described in this article are intended to demonstrate the wide variety of unusual usages of the 1¢ value during the life of the 1851 issues. This writer makes no pretense of being complete or even comprehensive. Many other covers and unusual usages

could have been included. If our readers have access to other unusual usages of the 1¢ stamp or any other denomination in the 1851-1861 issues, this writer would appreciate a description and a photocopy or scan of such unusual covers for possible use in the 1851-1861 section of the *Chronicle*, the journal of record in United States classic-period philately.

A number of distinguished collectors have contributed to this article. Their most generous assistance in sharing their expertise, and their permission

to illustrate items from their collections is hereby acknowledged with sincere thanks and gratitude.

Endnotes

¹Quintessential—of the “fifth essence”—based on ancient classical philosophy. Quintessence represents an “ethereal” (incorporeal) fifth element, a dimension beyond the fundamental four elements (earth, air, fire, and water) recognized by Aristotle and others among the Greek philosophers.

²Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857* (New York: H.L. Lindquist, 1938), Vol. I, p. 116.

³Hubert C. Skinner, “Quintessential Covers: Part I,” *Chronicle*, Vol. 46, No. 2 (Whole No. 162) (May 1994), p. 103, 106.

⁴Thomas J. Alexander, *Simpson's U.S. Postal Markings 1851-61* (Columbus, OH: U.S. Philatelic Classics Society, Inc., 1979), p. 224.

⁵Carroll Chase, *The 3¢ Stamp of the United States 1851-1857 Issue* (Springfield, MA: Tatham Stamp & Coin Co., 1929), pp. 150, 151.

⁶Hubert C. Skinner, “Quintessential Covers: Part III,” *Chronicle*, Vol. 46, No. 4 (Whole No. 164) (November 1994), pp. 245-50.

⁷David T. Beals III and Thomas J. Alexander, “U.S. Postal History: 1851-1861,” *Silver Anniversary Booklet: U.S. Philatelic Classics Society 1948-1973* ([United States]: The Society, 1974), p. 23.

⁸Alexander, p. 388.

⁹Ashbrook, Vol. II, pp. 183-92.

¹⁰*Ibid.*, p. 184.

¹¹*Ibid.*

¹²in Ashbrook, Vol. II, p. 162.

¹³Perry, in Ashbrook., Vol. II, p. 163.

¹⁴Elliott Perry, *Pat Paragraphs*, compiled and edited by George T. Turner and George T. Stanton (Takoma Park, Md : Bureau Issues Association, Inc., 1981).

¹⁵Arthur H. Bond and Hubert C. Skinner, “New Orleans Maritime Mails of 1825-1830: The ‘Mail Route’ and ‘Ship 14½’ Covers,” *The Fortieth American Philatelic Congress Book* ([United States]: The American Philatelic Congress, 1974), pp. 139-52.

¹⁶Ashbrook, Vol. II, p. 233.

¹⁷Arthur H. Bond, “United States ‘Mail Route’ Markings of 1827-1830,” *Postal History Journal*, Vol. XII, No. 1 (Whole No. 19)(January 1968), pp. 35-43, and “Savannah, Ga. ‘Mail Route’ Markings for ‘Way Letters’,” *Chronicle*, Vol. 23, No. 2 (Whole No. 70)(May 1971), pp. 78, 79; Alexander, p. 211. Also, see [Hubert C. Skinner], “Mail Route -Savannah (1846-57),” in David G. Phillips, ed., *American Stampless Cover Catalog*, 4th ed. (North Miami, FL: David G. Phillips Publishing Co., Inc., 1987), Vol. II, p. 156.

¹⁸Alexander, p. 322.

¹⁹*Ibid.*, p. 315.

Part III.
An Introduction to the 3¢ Stamps of 1851-1857
by William K. McDaniel

A stamp with the value of 3¢ was issued for the first time on 1 July 1851. It was intended for prepayment of the postage on single inter-city letters. This represented a 40% reduction in the postage, a discount for prepayment that was designed to revise and change the then normal pattern of the recipient paying for the letter upon receipt. The 5¢ rate for unpaid letters remained unchanged.

The early printings were in a bright and attractive color known as "orange brown." In late 1851, the ink formula was deliberately changed by adding Venetian Red to the ink mixture. This component was less corrosive than the iron oxides (ochre) that had caused rapid wear on the early plates. The color change caused by this alteration led Dr. Chase *et al.* to separate the catalogue listings of the two stamps and to consider them separate issues. Each of the two "issues" comes in a range of colors that adds to the interest and fascination of the 3¢ stamps to students of the 1851 stamps.

The 3¢ Design

There are three distinct types of the 3¢ stamps of 1851-1857, distinguished by the presence or absence of frame lines. These types are referred to by students of the issue and so listed in the standard catalogues as Type I, Type II and Type IIa. An explanation of the three types and their different characteristics follows:

Type I: Exists both imperforate and perforated.

There are frame lines on all four sides, surrounding the central design. Within these lines, parallel to the outer frame lines at left and right, are the "inner lines" extending between the outer edges of the upper and lower "rosettes" on either side. Depending upon the plate from which an example was printed, a Type I stamp may have two inner lines, a single inner line on one side only (either left or right) or no inner lines at all. On stamps from the first printing of Plate One (Plate One Early), a stamp may have one complete inner line on one side and only a partial inner line on the other.



Type II: Exists only perforated.

In Type II, the top and bottom outer frame lines have been removed. The outer frame lines at either side of the Type II design are continuous, from the top to the bottom of the plate. With only rare exceptions, all Type II stamps are without inner lines.

Type IIa: Exists only perforated.

The top and bottom frame lines are missing as on the Type II stamps. However, the outer frame lines on either side are "broken" between each stamp. The majority of the Type IIa stamps have no inner lines. In a very few positions, an inner line is present at either the left or the right, but none of these have both.

Part IIIA.

Part IIIA. A Detailed Study of the 3¢ 1851 Relief Characteristics

by Richard Celler and Elliot Omiya

Introduction

Dr. Carroll Chase published his ground-breaking work, *The 3c Stamp of the United States 1851-1857 Issue*, in 1929, the result of research begun in 1907. Dr. Chase accomplished the phenomenal achievement of reconstructing ("plating") the 3¢ 1851 plates largely using overlapping multiples. He did so without knowing how many plates there were or how many panes were on each plate. The process of plate production was not covered extensively in his book and, indeed, was not strictly necessary to accomplish reconstruction or plating. When the book was reprinted in 1942, Dr. Chase himself stated that most errors corrected were "largely typographical."¹ During the 1950s, Elliott Perry published a series of articles concerning plate production processes and discovered the technique he called "guide relieving." The purpose of this article is to show the effects of guide relieving on the imperforate 3¢ stamp, and in order to do this, highly detailed pictures and descriptions of the 3¢ Type I reliefs are provided.

We will discuss the "imperforate" plates created starting in 1851 by Toppan, Carpenter, Casilear and Company (TCC&Co) to print the Type I stamps. It is evident that somewhat different methods were used in making the first group of plates in 1851 and early 1852 (plates 1^E, 2^E, 5^E, "0" and 3) than were used in making the second group of plates in 1855 and 1856 (plates 4, 6, 7 and 8). In this article, the first group will be referred to as the "1851 plates" and the second group as the "1855-56 plates."²

Readers are encouraged to read the article entitled "The Toppan Carpenter Plates and the Guide Relieving Method" in Part I of this volume (we will refer to this as the "Guide Relief" article). Familiarity with guide relieving concepts will be helpful in understanding the text and illustrations presented here.



Figure 1. 1851 3¢ Original Die Proof

The 3¢ Stamp Design

Figure 1 shows the original 1851 3¢ die proof in black.³ Figure 2 overlays this proof with a 1903 Roosevelt die proof and a 1915 Panama-Pacific die proof for comparison. All of these were printed from the original die. However, the actual printed 1851-1857 issue 3¢ stamps are slightly different than these die proofs. The story of how and why these differences exist will be discussed in this article.

Certain terms will be used to identify particular areas of the stamp design. These terms are indicated in Figure 3 and are defined as follows:

- The *white oval* is the colorless oval that surrounds the portrait of Washington.
- The *inside oval line* is the inner line creating the white oval, the line surrounding the portrait of Washington.
- The *outside oval line* is the outer line creating the white oval.
- The *solid background* is the dark area surrounding Washington's portrait, enclosed by the inside oval line.
- The *tessellated work* is the band of geometric lathe work seen on all four sides, outside the oval line.
- The *tessellation impingements* are the parts of the tessellated work that extend into the white oval.

On the original master die, the tessellation impingements protruded into the white oval at the top, both sides and the bottom (see Figures 1 to 4). Because the impingements were not intended to be part of the stamp design, TCC&Co removed them from each relief during the production of the 3-relief transfer roll.⁴ The removal was not done identically on each of the three reliefs, and it is primarily the differences in the removal of the impingements from the white oval that we use to identify the reliefs.



Figure 2. Original Die Proof, Roosevelt Proof and Panama-Pacific Proof

Relief Characteristics

It has been well established that there were three closely-spaced reliefs on the transfer roll, which Dr. Chase designated as C (top), A (middle) and B (bottom). Every plate used in the production of the 3¢ Type I stamps (numbered 1 to 8, plus the unnumbered plate Chase called "0") was transferred using the 3-relief roll.

Dr. Chase described and illustrated the major characteristics of the three reliefs on pages 46-47 of his book. Figure 5 pictures an example of each relief, A, B and C, pointing out the features Dr. Chase used to tell the reliefs apart. For the B relief, he describes the break in the outside oval line at top and bottom, and the impingement of tessellation into the white oval at bottom. For the C relief, he describes the gash on the shoulder. The A relief is essentially described as the lack of these B and C characteristics, "a smooth, continuous line outside of the white oval, both at the top and the bottom."

However, there are a number of other less obvious differences between the three reliefs than those Dr. Chase describes. Many of them have been discovered in recent years, largely by Keiji Taira. It is the knowledge of these other features, illustrated and described in this article, which allows us to see the effects of guide relieving on the 3¢ stamp. In addition, these subtleties can be very useful in identifying a relief where the characteristics Dr. Chase described are obscured.

Figure 6 illustrates how the removal of the tessellation impingements at the top of the white oval differed on the three reliefs. At the top for reference is the 1903 Roosevelt die proof, showing the impingements that were removed, and reliefs A, B and C are shown below. The arrows on reliefs A, B and C point to four spots where the removal was not identical, and they will be described from left to right.

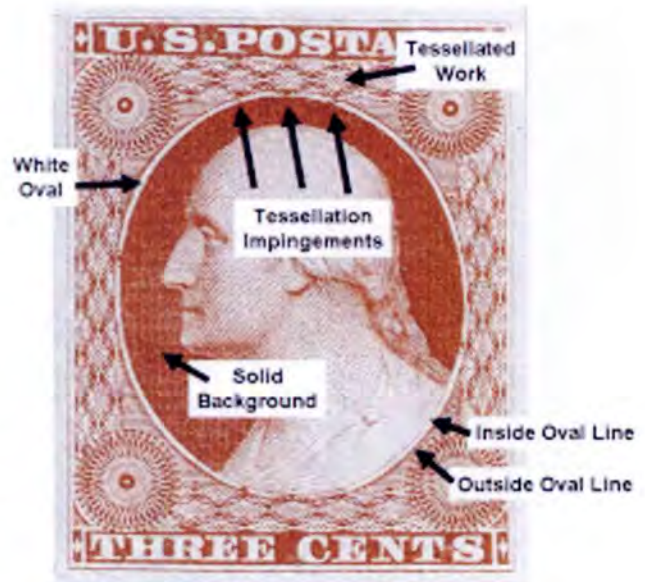


Figure 3. 3¢ Die Proof with Labels



Figure 4. Die Proof with arrows pointing to the tessellation impingements in the white oval that needed to be removed

The first arrow points to where the outside oval line is thinner on relief B than on A or C. The second arrow points to a notch in the solid background which occurs only on relief A. The third arrow points to a tiny break in the outside oval line found only on relief C. The fourth

arrow points to the large break in the outside oval line found only on relief B.

Figure 7 similarly illustrates how the removal of the tessellation impingements at the bottom of the white oval differed on the three reliefs. Pictured at the top is the die proof, showing the impingements that were removed.

On relief A, the arrow points to a single large break in the inside oval line. On relief B, the two arrows at the right point to two small breaks in a similar location. The two arrows to the left of them point to the two small breaks in the outside oval line, located on either side of the tessellation impingement. There is often a blur of color in the white oval towards the left, and the white oval is quite narrow above the tessellation impingement. On relief C, there are no breaks in the inside oval line. Relief C often has a blur of color in the white oval where indicated. In addition, arrows point to where there is a weak spot in the outside oval line, and just to the right of this, where the white oval is narrow.

Figure 8 is a comparison of the break(s) to the inside oval line on reliefs A and B, inside the two dotted lines. Note that at the left-hand dotted line, the inside oval line extends a bit further to the right on the B relief than it does on the A relief.

Figure 9 illustrates the removal of the tessellation impingements at the right side of the white oval. At the left is the die proof, with reliefs A, B and C shown alongside. There is a slight impingement into the white

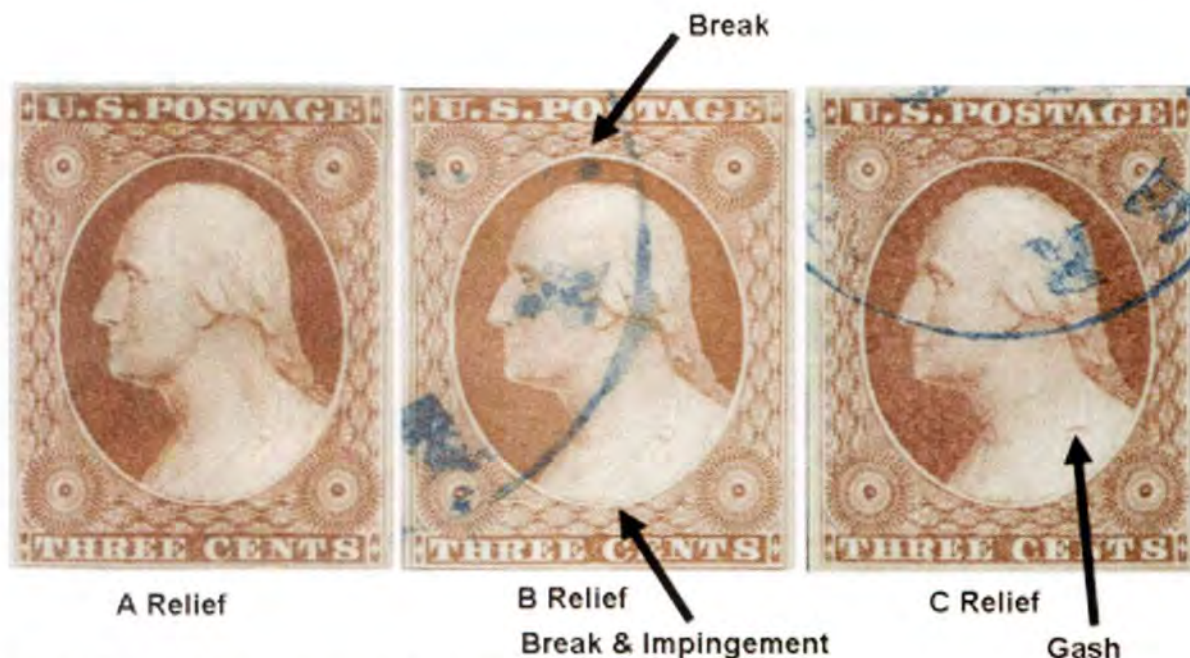


Figure 5. Reliefs A, B and C showing Dr. Chase's identification characteristics

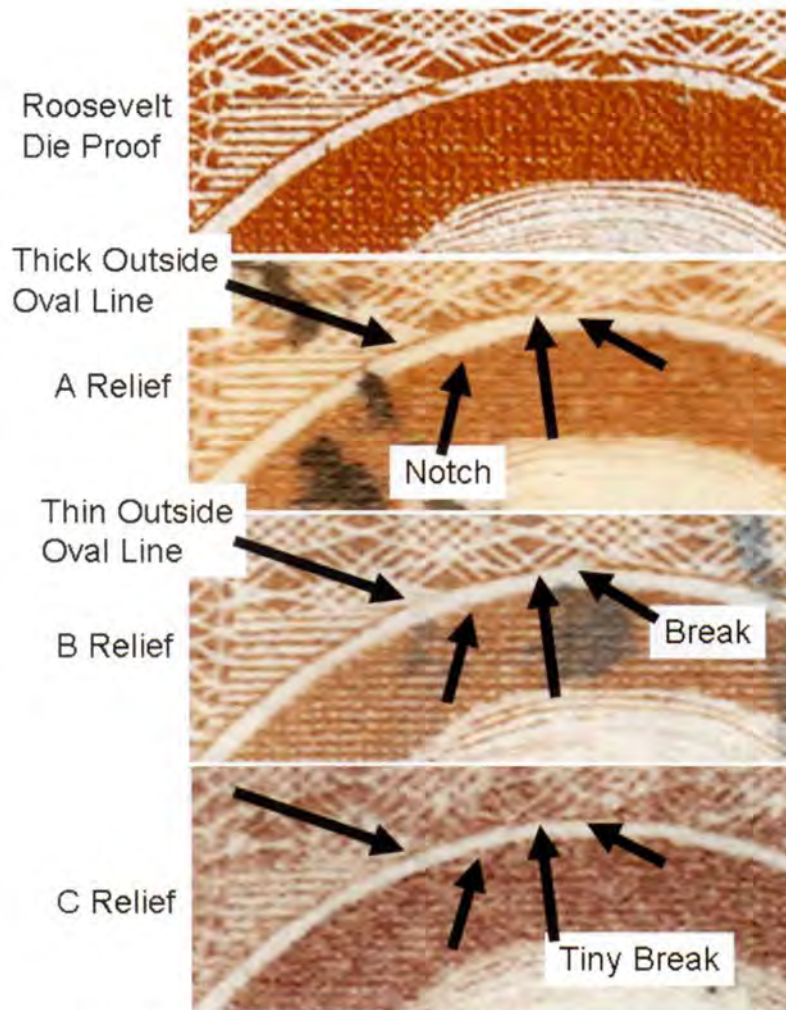


Figure 6. Relief Characteristics at the Top of the White Oval

oval on relief A. The upper arrows point to the outside oval line, which is weak on relief B. The lower arrows also point to the outside oval line, which is heavy on relief A, average on relief C and very weak on relief B.

As can be seen in Figures 1 to 4, the die also had tessellation impingements at the left side of the white oval. The removal of them was done very carefully, and no differences between the three reliefs have been noted at the present time.

It should be cautioned that well-printed early impressions sometimes do not have the expected breaks and weak areas described above. It is believed that these areas of the design were initially intact, and were transferred shallowly to the plate. After the plate started to show a little wear, these faint lines disappeared, leaving the breaks.

Plate Production and Guide Relieving

One might assume that any given stamp from one of the Type I plates would show the distinct characteristics of one of the three reliefs, but this is not always the case. The process of making the stamp plates introduced variations that we see in the actual stamps, variations that can be explained through an understanding of the technique known as *guide relieving*. The *Guide Relief* article provides a detailed explanation of this process. What happened, in brief, was that a stamp already entered on the plate was altered slightly by the guide relief when the subsequent position was transferred.

The Influence of Guide Relieving on the 3¢ Stamp

As explained in the *Guide Relief* article, the normal pattern of reliefs for the 3¢ stamp was, by horizontal row, C-A-B-A-B-A-B-A-B-B. The B reliefs from the various rows will be referred to below as B3, B5, B7, B9, and B10. Relief C should only be found in the top row.⁵ However, a

number of non-top row positions have the gash on shoulder.

Figure 10 shows position 46R1E, a position Dr. Chase calls a C relief, because the stamp shows a distinct gash on the shoulder. However, a careful examination reveals that other details of the relief do not match the normal C relief characteristics that were previously shown in Figures 6-9. The insets in Figure 10 show (top right) a faint B relief break in the outside oval line at top, and (bottom right) the B relief tessellation impingement.

Elliott Perry explains:

The C relief of the 3¢ was a guide relief and has the "gash on the shoulder." On certain plates, its normal position is in the top row only [*Authors' Note*: plates 4, 6-8 only]. It could occur on other positions whenever the transfer roll was rocked far enough to enter the gash on a previous regular entry on which the C relief had been superimposed as a guide. Since it was the first

of three reliefs known as C, A and B on a three relief roll, when used as a guide relief it was superimposed on a B entry. Hence, stamps showing the gash that are found in B relief rows may be B designs with enough of the C relief entered on top of them to show the gash that is characteristic of the C relief.⁶

It is important to emphasize that while a small number of positions in B relief rows show a (usually faint) gash on shoulder from a relatively high over-rocking of the C relief, *no so-called misplaced C relief ever occurs on a position in an A relief row*. The term "misplaced relief" is a misnomer because these are not misplaced reliefs, but rather reliefs that are visibly influenced by guide

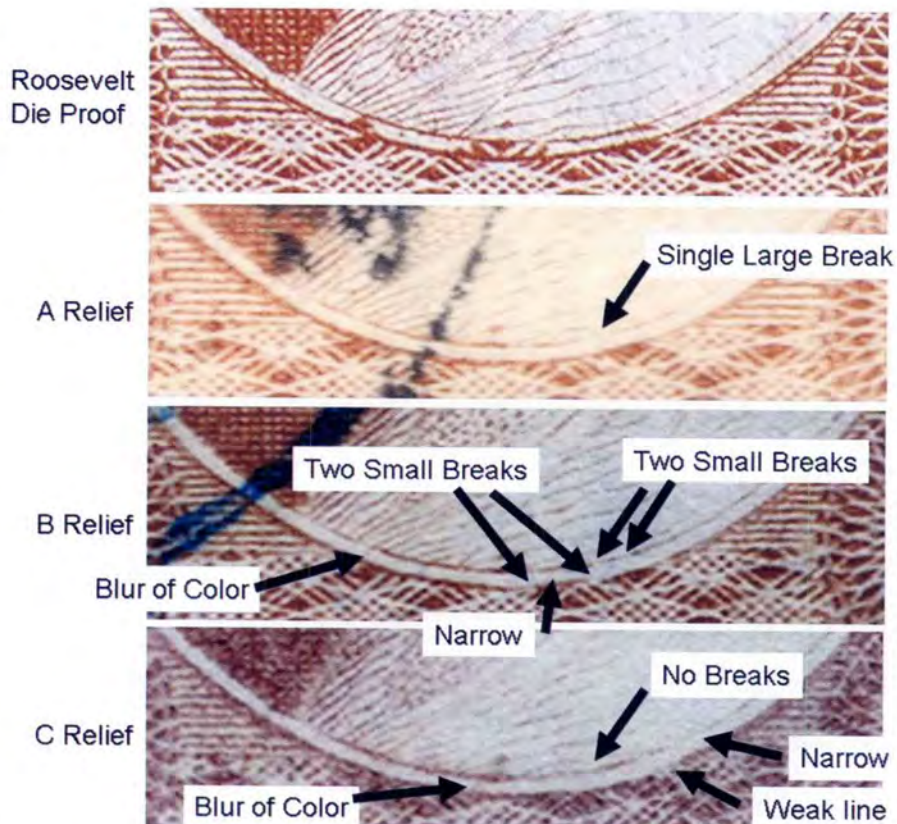


Figure 7. Relief Characteristics at the Bottom of the White Oval

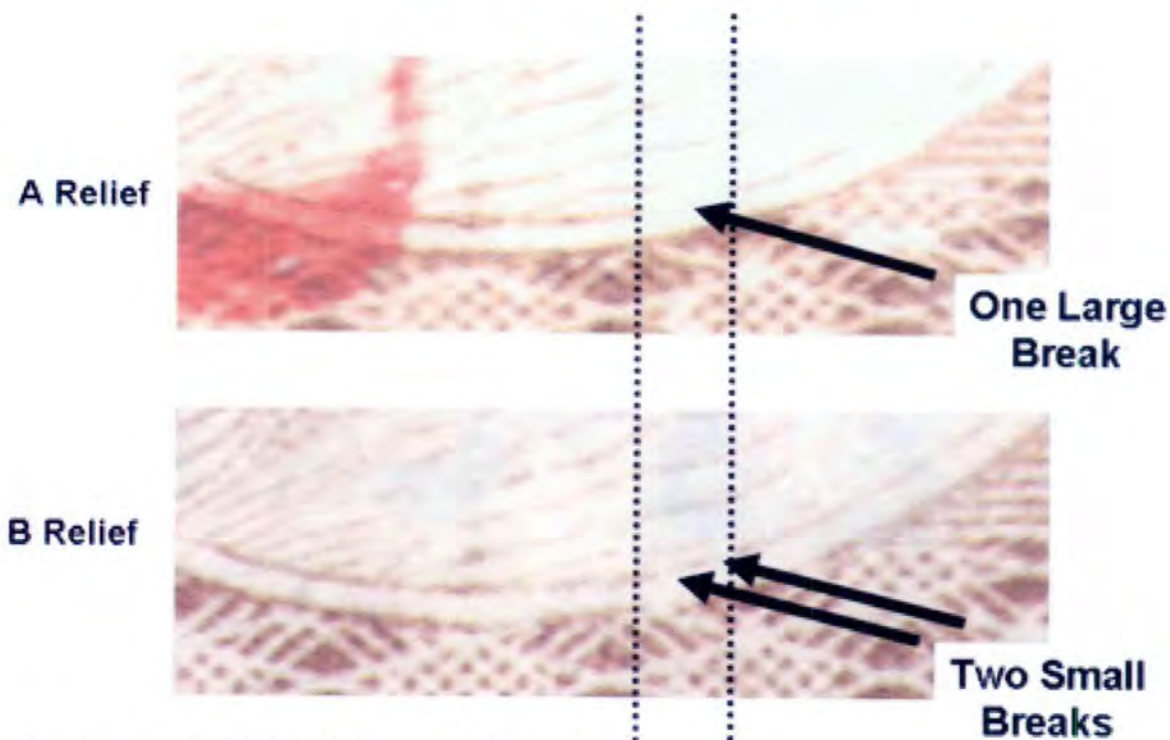


Figure 8. Detail of Inside Oval Line Break(s) on Reliefs A and B

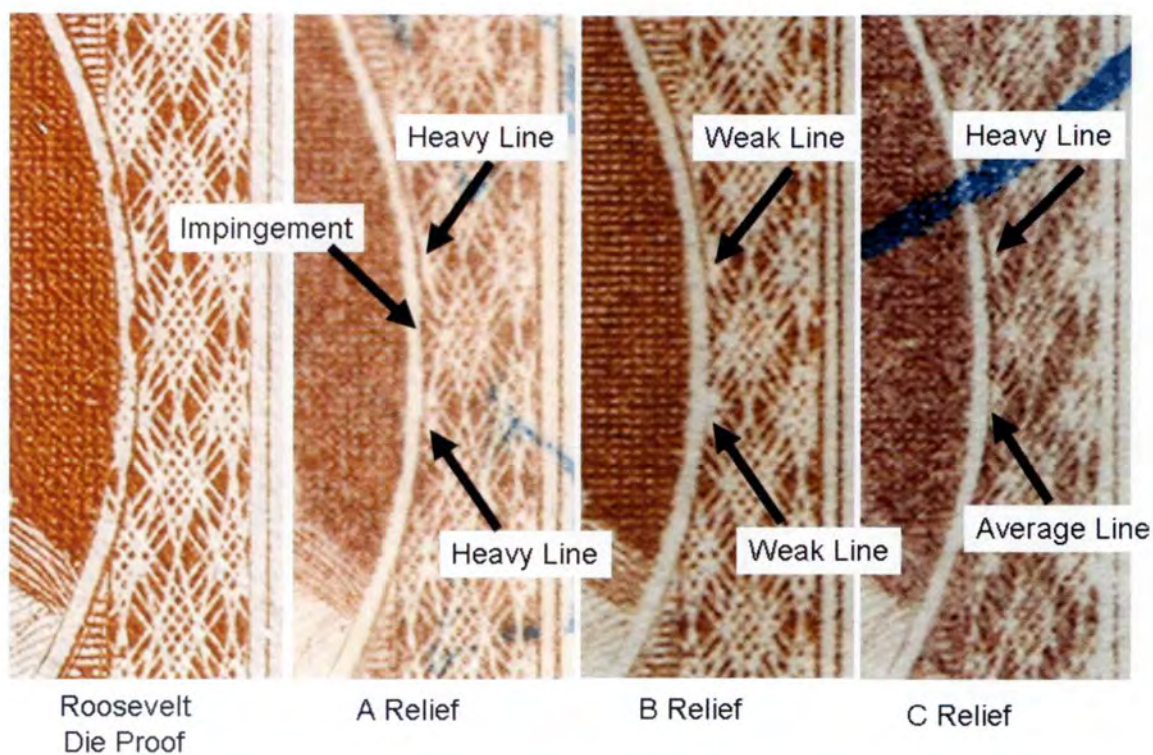


Figure 9. Relief Characteristics at the Right Side of the White Oval

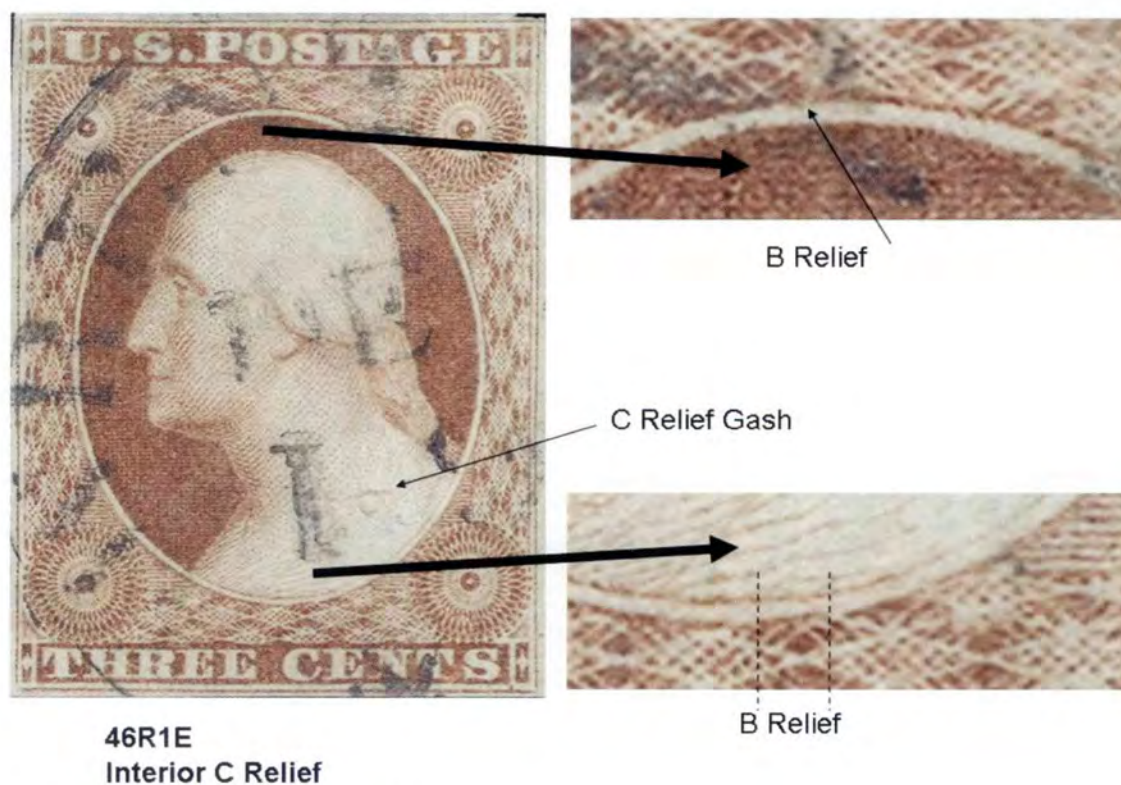
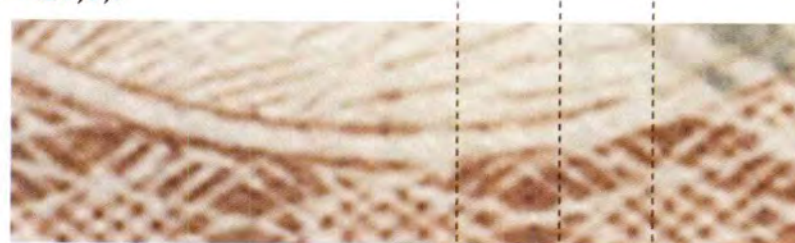
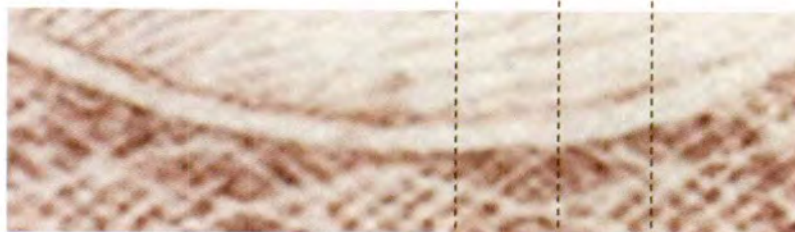


Figure 10. Interior C Relief, Position 46R1E

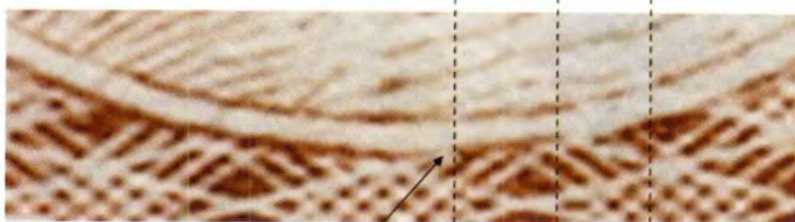
B + C = B3,5,7



Pure B



C



B3,5,7 = B + C

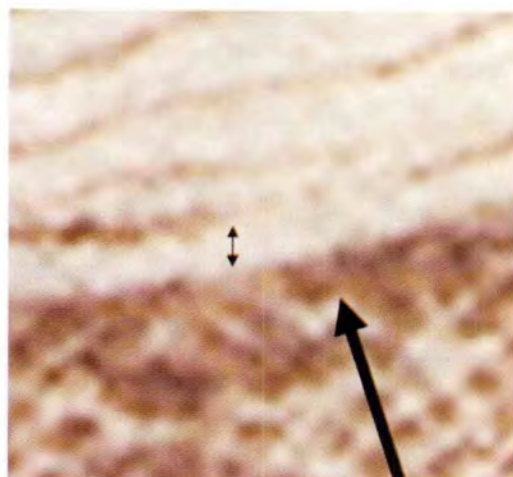
C had min effect on B in B3,5,7

Figure 11. B Relief with Guide Relief Influence from C Relief

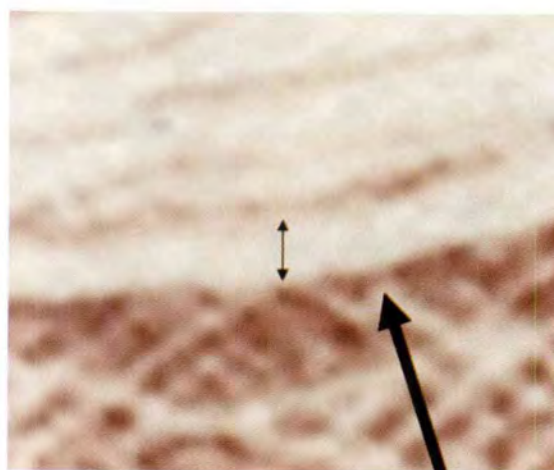
reliefing.

Figure 11 illustrates how the B reliefs in the third,

fifth and seventh horizontal rows (B3, B5, B7) could be affected by the over-rocking of the C guide relief. At top



A Relief



C Relief

Figure 12: Detail of Width of White Oval on Reliefs A and C



Figure 13. Ninth row B Relief showing Guide Relief influence from A Relief, with "pure B Relief" for comparison

is shown a detail of a "pure" B relief from the bottom row (B10), one which was not affected by a guide relief. In the middle is a "pure" C relief from the top row. When the C relief was guided into the B3, B5 or B7 entry, and over-rocked far enough, a bit of the break in the outside oval line (see arrow) was sometimes filled in. The inside oval line (between the dotted lines) remained basically unchanged. In particular, the width of the white oval between the center and right dotted lines did not change.

When, however, an A relief was guided into a B relief entry, as was normally done to a ninth row B relief (B9) during the entry of the bottom row stamp, the fully complete outside oval line (at bottom) of the A relief was superimposed over the B relief to a much greater extent than did the C relief.

Figure 12 is an enlarged comparison of the A and C reliefs in this area. The large arrows point to where much less tessellation was cut away on the A relief than on the C relief, resulting in a narrower white oval on the A relief (small arrows). Because of this more complete A guide relief, the outside oval line has been filled in on many B9s, and tends to be mostly complete.

Figure 13 illustrates an example of a B9 relief, position 89R7, where the

bottom of the white oval looks more like an A relief than a B relief. Figure 13 also shows a B10 stamp (a pure B) for comparison, position 93L1E. The arrows at top and right point to two characteristics which show both stamps are fundamentally B reliefs. The heavy arrow at bottom points to the B relief tessellation impingement.

Figure 14 shows the bottoms of the two stamps in Figure 13, with an A relief in the middle. The arrow on the B10 points to the tessellation impingement area of the B relief. The arrows on the A relief and the B9 show how superimposing the A relief over the B relief filled in the breaks in the outside oval line and narrowed the white oval, resulting in a stamp resembling an A relief more than a B relief.

Figure 15 is an enlargement of a portion of the three stamps in Figure 14. It shows more clearly the two breaks in the outside oval line which were filled in (between the left and center dotted lines), and the narrowing of the white oval (between the center and right dotted lines). Also, the inside oval line between the center and right dotted lines is faint, and resembles the A relief more than the B relief. Compare this with Figure 11.

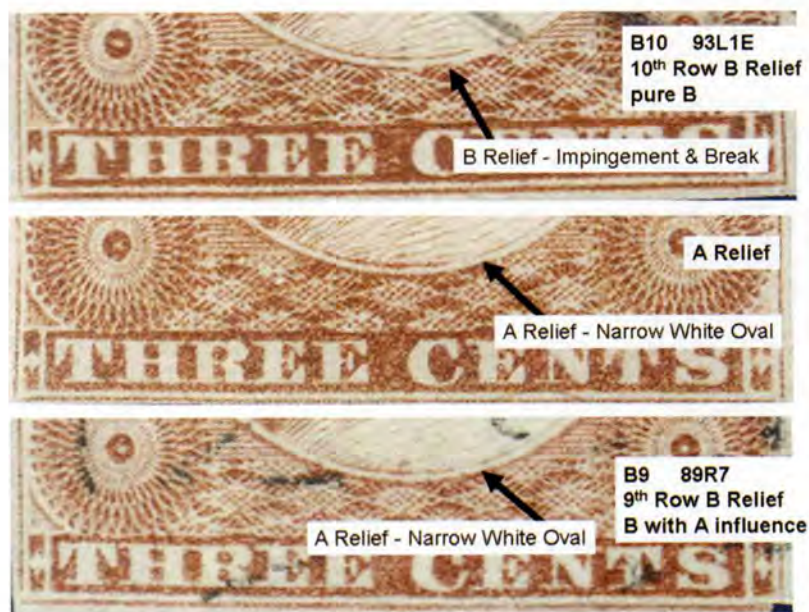
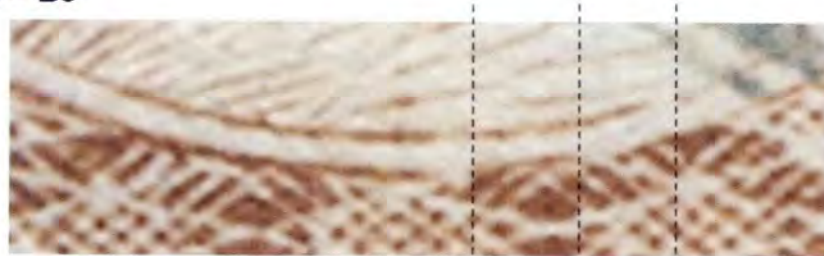
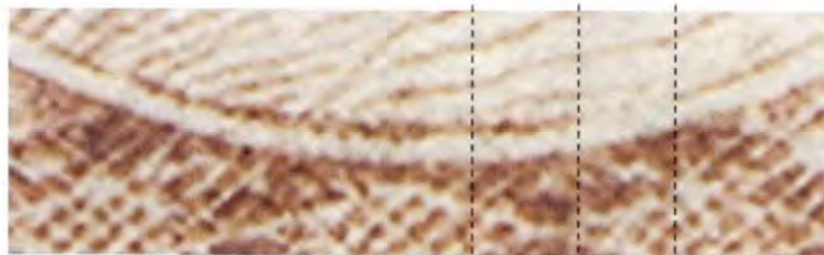


Figure 14. Detail Showing how the A Guide Relief Changed Ninth Row B Relief Appearance

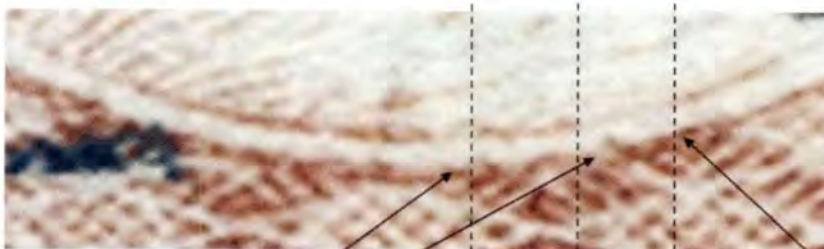
B + A = B9



B10 = Pure B



A



B9 = B + A

Two Breaks Filled by A Relief

Narrowed by A Relief

Figure 15. Detail Showing how the A Guide Relief Altered Break(s) in Outside Oval Line

Examination of a great many stamps has led to the observation that the A guide relief influence on B9s is actually less prominent or possibly even absent on the 1851 plates, while it is prominent and consistent on the 1855-56 plates (especially plates 6, 7 and 8). Indeed, on plate 1 Early, many B9s look almost like B10s. The conclusion we draw is that when making the first plate, TCC&Co was very careful not to over-rock the transfer roll any further than necessary. When making later plates, they realized it did not make much difference how far they rocked. Plate 2 Early shows some evidence of this guide relief influence on some B9 positions, notably 81, 84, 87, 88, 89 and 90R2^E, but not the very strong A relief influence we would expect.

96R6



Figure 16. Tenth Row A Relief, Position 96R6



86R6



B3,5,7 Breaks

Figure 17. Ninth Row B Relief, Illustrating C Relief Influence Instead of A Relief Influence

Plate 5 Early shows a lot of influence on most B9 positions (but still not as much as the 1855-56 plates). On Plates "0" and 3, some B9 positions have A guide relief influence and some do not.

We have seen positions where an early impression B9 shows the guide relief influence, but later impressions

show little or no such influence. We believe this is because the guide relief influence was faintly impressed on the B9 entry, and after the plate began to wear, it disappeared. The depth of the guide relief influence depended on the distance of the over-rocking on each of the many passes of the transfer roll necessary to enter a position on the plate, as well as the amount of pressure applied during each pass.

Tenth Row A Relief

Figure 16 shows position 96R6, which is a misplaced A relief in the bottom row. Figure 17 shows the position above it, 86R6, to illustrate the difference when a B9 relief had a C relief guided into it instead of the normal A relief.⁷ The inset in Figure 17 shows the typical breaks in the outside oval line as found on the B3, B5 and B7 reliefs. Compare this with 89R7 in Figures 13-15.

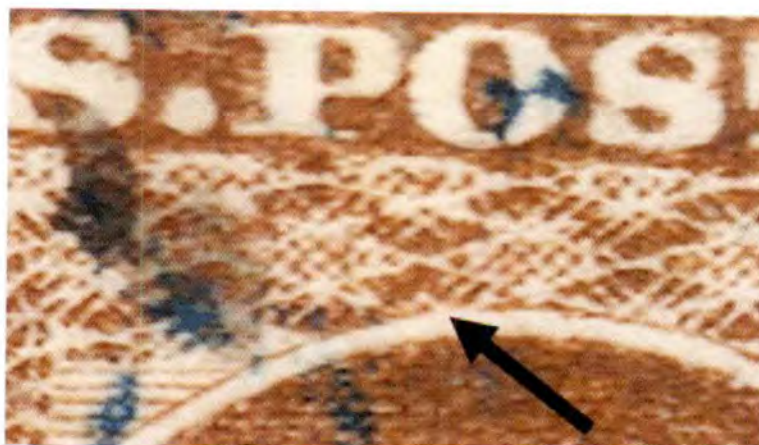
"11th Row" Guide Relieving Example

In the *Guide Relief* article, the transferring process is described for the 3¢ plates utilizing a 3-relief transfer roll and the "10th row adjustment" needed to be made to avoid creating a partial 11th row entry. This adjustment required the use of the A relief as the guide relief instead of the normal C relief. If the siderographer failed to make the 10th row adjustment, the top of a B relief could be transferred onto the plate, into the margin below the bottom of the 10th row stamp.

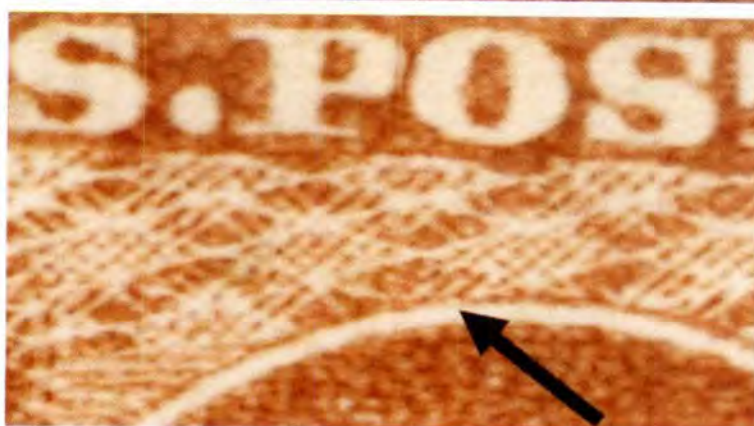


Figure 18. 91L5L Showing 11th Row

T Relief



C Relief



B Relief



Figure 19. Comparison of "T" Relief Break in Outside Oval Line with "C" Relief and "B" Relief

The best example of an 11th row on the 3¢ Type I plates is position 91L5L.⁸ Figure 18 shows both an imperforate and a perforated example of this position. The arrows point to the faint horizontal remnant of the 11th row entry.

the top row⁹ may have actually been entered with a single relief transfer roll which had a different relief from those already discussed. Another theory is that a different 3-relief transfer roll may have been used to produce the 1851 plates than was used to produce the 1855-56 plates. It would have been possible for TCC&Co

The Mysterious "T" Relief

Another intriguing topic is the top row stamps on the 1851 plates. As previously mentioned, they are not the expected true C reliefs found on the 1855-56 plates. For this reason, we are naming them T reliefs (T for top), despite the fact that some of them have the gash on the shoulder, and Dr. Chase therefore called them C reliefs.

Figure 19 illustrates one feature, a break in the outside oval line at the top of the T relief, and compares it to examples of the C and B reliefs. Both the T and C reliefs exhibit the same break (due South of the left part of the "O" of "POSTAGE"), which is more pronounced on the T relief. The characteristic break at the top on the B relief is in a slightly different location (due South of the center of the "O" of "POSTAGE"), a bit further to the right.

We do not have an explanation for why these 1851 plate top row stamps are not all C reliefs. It has been conjectured that what Chase called a B relief in

to produce a second transfer roll in 1855 from the same laydown they had used to make the first transfer roll. While this may explain the slight differences between the top row C reliefs in the 1851 plates and the 1855-56 plates, it does not explain the pattern of different reliefs found in the top rows of the 1851 plates (a mixture of apparent A, B, C and T reliefs).

The authors suggest that many of these 1851 plate top row positions were strengthened by re-entry during the initial creation of the plates.¹⁰ It seems unlikely that any "fresh entries" were made in the top row using the A or B relief from the 3-relief transfer roll, given what we know about guide relieving. However, there was no necessity for the siderographer to use the same relief that was used to make the original entry when going back to deepen the entry. This may explain the presence of apparent A and B relief positions in the top row, but it still does not adequately explain why certain C relief positions lack the "gash on the shoulder." We leave the solution of this mystery to a future generation of philatelists.

Conclusion

We have documented for the first time a number of new ways of distinguishing among the three reliefs of the 3¢ Type I stamp. Furthermore, we are expanding on the work of Perry and are showing multiple instances where one relief rocked upon another relief position has "influence" on the plate position entry. This knowledge can be particularly useful when a stamp is poorly printed, or has key parts of the design obscured. Hopefully this article will be used as a reference by future platers as an aid in identifying the 3¢ reliefs.

Acknowledgments

The authors would like to acknowledge Keiji "KG" Taira, who has provided many of the ideas that are presented in this article, and Roy Weber, who provided editorial assistance.

Endnotes

¹Carroll Chase, *The 3c Stamp of the United States 1851-57 Issue* (New York: H.L. Lindquist, 1938), Vol. I, p. xvii. All page references will be to the 1975 Quarterman reprint.

²The Type I re-entered plates (1¹, 1¹, 2¹ and 5¹) will be omitted from discussion, because the re-entry of a plate does not necessarily follow the original guide relief methods. Re-entry patterns are an interesting subject in themselves.

³Die layout lines can be seen at the left, and less prominently, at top and bottom. These lines are also on the Roosevelt and Panama-Pacific proofs, but they are much fainter, apparently because the printer did not want them to show.

⁴Because the design lines on the transfer roll are raised ridges, any removal of unwanted lines is invariably done on the transfer roll, and not on the die.

⁵The top row stamps from the 1851 plates are markedly different from the top row stamps of the 1855-56 plates. Whereas the top row stamps from the 1855-1856 plates are all normal C reliefs, careful examination shows that most top row stamps from the 1851 plates are not normal C reliefs, and indeed, are not the standard A or B reliefs either. Many of these positions show characteristics generally consistent with the C relief but *do not exhibit a gash*. We do not understand at this time why these stamps are not all C reliefs. See the T relief discussion at the end of this article.

⁶Elliott Perry, *Pat Paragraphs* (Tacoma Park, Md.: Bureau Issues Association, Inc., 1981), pp. 77-78.

⁷One unusual thing about 96R6 is that it has a weak bottom frame line which was not recut, and this is shown in the detail in Figure 16. Other B10 stamps from plates 6 and 7 have strong bottom lines from the pure B relief.

⁸This variety occurred when plate 5 Early was reentered in 1855. Plate 5 Early originally had the normal B reliefs in the bottom row. For unknown reasons 18 of the 20 bottom row positions were reentered with the A relief instead of the B relief.

⁹Chase, p. 45.

¹⁰A re-entry was the placement of a transfer roll relief into an already-entered position on the plate and re-rocking to make the impression on the plate deeper.

Part IIIB.

A Summary of the 3¢ 1851 Recut Varieties: Their Origin and Relative Scarcity

by William K. McDaniel

One of the most fascinating fields of study relating to the 1851 issue deals with the recut varieties found on the 3¢ stamps of that issue. The term "recutting," as it applies to this article, refers to the deepening, by hand, of one or more lines of the design after having been entered on the printing plate. On the plates used to produce the 3¢ stamps, every position was recut at least to the extent of one or two frame lines. Thus, no two positions are exactly alike, with no position existing which shows the complete original design as rocked on the plate by the transfer roll. Thanks to the monumental work by Dr. Carroll Chase,¹ who eventually reconstructed all of the plates producing imperforate stamps, students of the issue can now identify individual stamps in relation to their position on the plates from which they came. This assumes that they are working with a reasonably complete stamp, with most of the design intact and not obscured by a cancellation.

Plate Production

To properly understand the reasoning behind this procedure, it is necessary to have knowledge of the methods used to manufacture the plates which produced the stamps.

The first step in preparing to produce a stamp plate requires an engraver to reproduce the approved design, *in reverse*, on a steel master die. The die is then hardened and the design transferred to a steel transfer roll, which, in the case of the imperforate 3¢ stamps, held three impressions of the master die. The transfer roll is then hardened, and the final step of rocking the impressions on the softened plate is completed. The plate is then hardened and placed in service.

When preparing the original die for the 3¢ stamps, the engraver drew a faint vertical line defining the outer edges of the tessellated work on either side of the central oval. However, these lines were so faint that only traces were transferred when the impressions were rocked on to the plates. This is true for all plates used to produce the imperforate stamps. Thus, any stamp showing more than a faint trace of either inner line has had the line drawn on the plate by hand.

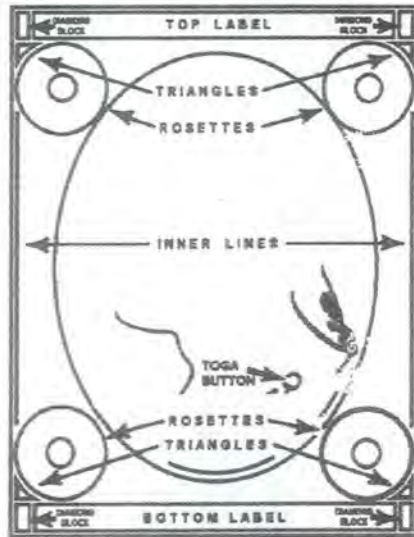
There were nine plates used to produce the imperforate stamps. Eight were numbered, 1 through 8,

a ninth unnumbered plate being referred to by students as plate "0." Three plates existed in two or more states, having been removed from service at times due to wear. At such time, the plate was softened, and any necessary recutting performed. The plate was then re-hardened and put back in service. No random recutting was done on any plate while it was in service.

The three plates existing in two or more states were plates 1 (three states), 2 and 5 (each in two states). Recutting on plate 1 Intermediate and the late states of plates 2 and 5 was limited, while extensive recutting was done on the third, or late, state of plate 1. Counting the different states of plates 1, 2 and 5 as separate plates, 13 plates were used to produce the imperforate stamps. Each plate consisted of two panes of 100 stamps each, for a total of 2,600 positions. Plates 2 Late, 3, 4, 5 Late, 6, 7 and 8 also produced perforated stamps. Thus, recut varieties existing on these plates may also be found perforated. All are scarce, as they accounted for just over ten percent of all perforated stamps issued (estimated at 38+ million out of a total of 362+ million). Those from plates 2 Late, 3 and 5 Late, showing inner lines, are rare, having produced less than one percent of that total (estimated at 1.5+ million).

Recut Varieties and Combinations

There are thirty-nine major varieties of recutting existing on the imperforate stamps. The primary inner line varieties (those with one, two or no inner lines) involve 2,586 identified positions. The other varieties involve 861 identified positions, 16 of which also have either two inner lines or none (varieties #8 and #11). In addition there are 63 variety combinations, involving 149 identified positions, where two or more varieties exist on one position. These varieties and combinations are listed in the next section. To conserve space, combinations are listed only by the identification numbers of the varieties included in the combination. Plate positions are not included, as they are available in other Classics Society publications. The diagrams below identify the parts of the design referred to in the text which follows and the relative frequency of recutting.



Design Features

Major Varieties

Note: The number of identified positions showing each variety is listed after that variety.

1. Two inner lines (1,555)
2. No inner lines (929)
3. Inner line at right only (78)
4. Inner line at left only (24)
5. Frame line takes place of right inner line (2)
6. Two extra lines at left; frame line takes place of right inner line (2)
7. Frame line takes place of left inner line (4)
8. One extra line at right (two inner lines) (5)
9. One extra line at left; frame line takes place of right inner line (6)
10. One extra line at right (no inner lines) (11)
11. One vertical line recut in upper left triangle (371)
12. Two vertical lines recut in upper left triangle (80)
13. Three vertical lines recut in upper left triangle (25)
14. Five vertical lines recut in upper left triangle (2)
15. One vertical line recut in upper right triangle (15)
16. One vertical line recut in lower left triangle (41)
17. One vertical line recut in lower right triangle (62)
18. Two vertical lines recut in lower right triangle (1)
19. Recut bust and medallion circle (1)
20. Recut button (1)
21. Two horizontal lines recut above upper right diamond block (9)
22. One horizontal line recut at bottom of lower left diamond block (1)
23. Left inner line runs up too far (112)



Frequency of Recutting

24. Left inner line runs down too far (21)
25. Right inner line runs down too far (26)
26. Vertical line ties upper left corner of upper left diamond block to top frame line (2)
27. Top label and upper right diamond block joined at top (23)
28. Top label and upper left diamond block joined at top (10)
29. Bottom label and lower right diamond block joined at bottom (14)
30. Line ties upper label to upper right diamond block and extends out to right frame line (10)
31. Top label and upper right diamond block joined at top and bottom (1)
32. Horizontal line joins top of upper right diamond block to right frame line (5)
33. Horizontal line ties top of upper right diamond block to top of upper left diamond block of adjoining stamp (4) [2 positions: pair needed to show complete recut]
34. Diagonal line runs from upper right corner of top label, across diamond block nearly to frame line (1)
35. Lower label and lower right diamond block joined at top (1)
36. Lower label and lower right diamond block joined at top and bottom (1)
37. One horizontal line recut at top of upper left diamond block (9)
38. Vertical line recut along left side of upper left diamond block (1)
39. Right frame line extends downward, touching upper right corner of stamp below (7)

3¢ 1851 Recut Variety Combinations

This table lists those recut varieties that are found in combination with others. The number of positions having the combination follows each listing in parentheses.

1. 1+11+8 (1)
2. 1+11+15 (2)
3. 1+11+16 (13)
4. 1+11+16+17 (2)
5. 1+16+23 (2)
6. 1+11+16+24 (1)
7. 1+11+16+25 (1)
8. 1+11+17 (15)
9. 1+11+17+23 (2)
10. 1+11+21 (1)
11. 1+11+23 (21)
12. 1+11+23+25 (2)
13. 1+11+24 (2)
14. 1+11+25 (6)
15. 1+11+26 (2)
16. 1+11+27 (5)
17. 1+11+30 (6)
18. 1+11+32 (2)
19. 1+11+33 (2) [pair]
20. 1+11+37 (3)
21. 1+12+15 (1)
22. 1+12+16 (3)
23. 1+12+17 (5)
24. 1+12+17+24+25 (1)
25. 1+12+17+29 (1)
26. 1+12+23 (1)
27. 1+12+23+24 (1)
28. 1+12+24 (2)
29. 1+12+24+25 (1)
30. 1+12+25 (1)
31. 1+12+25+27 (1)
32. 1+12+25+28 (1)
33. 1+12+27 (2)
34. 1+12+28 (1)
35. 1+12+30 (1)
36. 1+12+39 (2)
37. 1+13+16 (1)
38. 1+13+17 (1)
39. 1+13+23+24 (2)
40. 1+13+25 (1)
41. 1+13+27 (2)
42. 1+13+38 (1)
43. 1+15+23 (1)
44. 1+16+17 (1)
45. 1+14+15+17+23+37 (1)

46. 1+15+23 (1)
47. 1+16+17 (1)
48. 1+16+17+27 (1)
49. 1+16+23 (2)
50. 1+16+25 (1)
51. 1+17+23 (2)
52. 1+23+24 (4)
53. 1+23+28+29 (1)
54. 1+23+29 (1)
55. 1+24+25 (1)
56. 1+25+28 (1)
57. 1+25+37 (1)
58. 1+18+30 (2)
59. 1+30+33 (1)
60. 2+3+39 (1)
61. 2+11+15 (1)
62. 2+11+21 (2)
63. 2+30+31 (1)

Relative Scarcity of 1851 3¢ Recut Varieties and Combinations

Determination of the relative scarcity of the recut varieties and combinations on the 3¢ 1851-57 stamps is predicated on the estimated number of impressions printed from each plate. The best estimates available to date were established many years ago, by Dr. Carroll Chase, and have been published elsewhere. Varieties coming from plates used to print the orange brown stamps (plates One, Early and Intermediate; plate Two, Early; plate 5, Early; and plate "0") are, as a rule, scarcer than those from the other plates. However, this is not always the case, as a number of varieties and combinations found on the other plates exist on only one position. In fact, 14 of the primary varieties and 33 combinations each exist on only one position. All are scarce, perforated examples are rare. Rated here on an ascending scale of 1-10, with "10" indicating a total estimated production of less than 3,000 examples of any individual position. Where a variety can exist in either the orange brown shade or one of the other shades, no distinction has been made with regard to color. Numbering correlates with the numbers in the listing of major varieties.

Scarcity Level of 3¢ Recut Varieties

I = imperforate, P = perforated

	I	P		I	P		I	P
1.	1	3	14.	5	—	27.	2	7
2.	1	1	15.	3	9	28.	3	6
3.	3	9	16.	2	8	29.	3	5

4.	5	—	17.	1	7	30.	3	7
5.	4	10	18.	9	—	31.	6	8
6.	4	10	19.	6	8	32.	4	8
7.	3	9	20.	5	10	33.	7	—
8.	3	9	21.	6	—	34.	6	10
9.	3	9	22.	9	—	35.	6	10
10.	3	5	23.	1	8	36.	6	8
11.	1	5	24.	3	9	37.	3	—
12.	1	8	25.	3	10	38.	8	—
13.	3	9	26.	5	10	39.	4	10

Scarcity Level of 3¢ Recut Position Combinations

Seven combinations exist on more than three positions. The rest are found on three positions or less, with 33 existing on only one position. Most are scarce imperforate, all perforated examples are rare.

	I	P
1+11+8	6	10
1+11+15	7	—
1+11+16	3	9
1+11+16+1	4	10
1+11+16+17+23	6	10
1+11+16+23	4	—
1+11+16+24	5	—
1+11+16+25	9	—
1+11+17	3	9
1+11+17+23	5	—
1+11+21	9	—
1+11+23	3	10
1+11+23+25	5	—
1+11+24	5	—
1+11+25	3	10
1+11+26	5	10
1+11+27	3	10
1+11+30	5	10
1+11+32	5	10
1+11+33	9	—
1+11+37	8	—
1+12+15	9	10
1+12+16	5	10
1+12+17	3	10
1+12+17+23+25	9	—
1+12+17+29	9	—
1+12+23	5	—
1+12+23+24	9	—
1+12+24	7	—
1+12+24+25	9	—
1+12+25+28	9	—
1+12+27	4	10

1+12+28	5	10
1+12+30	5	10
1+12+39	5	10
1+13+16	4	10
1+13+17	9	10
1+13+23+24	9	—
1+13+25	5	—
1+13+27	5	10
1+14+15+17+ 3+27	9	—
1+15+23	9	—
1+16+17	4	10
1+16+17+27	9	10
1+16+23	4	10
1+16+25	9	10
1+17+23	9	—
1+23+24	3	9
1+23+25	4	—
1+23+27	9	—
1+23+28+29	5	—
1+23+29	5	10
1+24+25	5	—
1+28+30	5	10
1+30+33	9	—
2+3+39	9	—
2+11	9	—
2+11+15	9	—
2+11+21	9	—
2+15	9	—
2+16	9	—
2+21	7	—
2+30+31	6	8
3+11	7	—
3+12	9	—
3+15	9	8
4+11	8	—

Endnote

¹Chase's major writings on the plating of the 3¢ 1851 issue start with his early handbook, *The Three Cent United States Stamp of the Issue of 1851: On plating the 3c. 1851, United States postage stamp ; with a detailed description of the three right vertical rows of the left pane of plate three containing the principal minor varieties* (Boston: : Handbook Committee, American Philatelic Society, 1909). They continue with an extended serial treatment in *The American Philatelist* (January 1923-July 1926), which was revised and published as *The Three Cent Stamp of the United States 1851-1857 Issue* (Hammondsport, NY: J.O. Moore, Inc., 1929). Revised editions appeared in 1942 and 1975; the latter, from Quarterman Publications, is highly recommended.

Part IIIC.

July 1st 1851 Usages of the U.S. 1851 Issue

by *W. Wilson Hulme, II* ©2006

Introduction

This article provides information about July 1st 1851 usages of stamps of the U.S. 1851 issue. It includes both a detailed census of such usages and unpublished information about initial shipments of these stamps to post offices. It also identifies over fifty cities that received stamps on or before July 1, 1851.

This article started as a request by Dr. Hubert Skinner to expand the listing of July 1st covers that Alan Berkun and I jointly published.¹ That listing focused on the 3¢ stamp and provided top line information such as the city from which the cover was mailed, addressee and plate position of the stamp, but it contained few details on markings and few pictures. Filling in these additional details has proven difficult. In some cases I could not locate desired information and in others I could not find a good quality illustration. Where I knew the current owner I was able to obtain the details, but in most cases I don't know who owns these covers so I used the best available published data.

When Dr. Carroll Chase first published his book on the 3¢ stamp in 1928 he listed ten July 1st covers. By 1950 the list had grown to 26.² As is the case with any census there are always additional items just waiting to be found, such as three discoveries listed for the first time in this article. In total we have now identified 43 covers, plus two July 1st off-cover usages.

This article presents the answer to the long-standing mystery of how we can have July 1st covers from approximately two dozen cities, while government records apparently indicate that only two cities had received stamps by July 1st. In the early 1990s I researched early stamp production and deliveries by Toppan, Carpenter, Casilear & Co. (TCC) in an attempt to discover how this was possible. I found the answer but until this article I had not found the right forum to present it.

Overview

I have been studying and recording usages of the U.S. 1851-57 issue for over 25 years. My data collection effort was initially just a manual system but when computers and databases became common in the early

1980s I started tracking the information electronically. My database was primarily intended as a tool to help me keep things straight, but I believed a computer and software would also enhance my ability to analyze the information. I hoped I would eventually gain better insights into a wide range of issues such as distribution patterns of the stamps, time frames of use of the printing plates and census information.

Initially I focused on the 3¢ stamp and on recording covers where a month, day and year could be established. I entered as much pertinent data as available including addressees, postal markings and information about the stamp, plate position and color shade. This scope was later broadened to include *all* the values of the 1851-57 issue. I attempted to locate relevant data anywhere I could find it, while trying not to duplicate entries taken from different sources. These sources included data published by students such as Carroll Chase, Stanley Ashbrook, Tracy Simpson, Mortimer Neinken, Tom Alexander, as well as census information such as compiled by Ed Siskin and Henry Scheuer.³ In addition to my own holdings I entered information provided by many collectors. Today this database contains about ten thousand entries and is still growing. This article focuses on usages dated July 1st 1851, the first day of issue for the 1¢, 3¢ and 12¢ stamps. This is a very small subset, less than one-half of one percent, of the total information thus far collected.

Many of the covers in this census have been reported at various times in the past by different writers. New fragments of information were frequently provided each time a cover was written up in the philatelic press. For example, one source might just list the city of origin, another might show a black and white photo, another would describe the color of the markings, or another would provide the plate position. Thus, it was necessary to read all the references to form a more complete picture. In doing so, I found occasional errors that, once made, were subsequently repeated by others.

Thanks to Dr. Skinner's insistence, here it all is. I have put all the information together in one place with the best illustration I could obtain for each reported July 1st usage. This is the most comprehensive census on this topic that has been published to date. There may still be errors in the listing, although I have done

my best to correct them. I welcome additional information or better illustrations that readers can provide.

Determining the Date of Use

It is important to understand in broad terms why some items are recognized as "first day covers" for the U.S. 1851 issue and why others are not. The reasons for this are not entirely intuitive. Over the years as July 1st covers were discovered and reported in journals such as *The Chronicle*, the criteria evolved.

It is obvious that everything revolves around establishing and confirming the month, day and year of use. It would greatly simplify things if all the covers were postmarked "July 1, 1851," but they are not. As a matter of fact, only one cover in the census has a year-dated postmark.

- We must be able to show that the cover entered the mail on July 1. This is usually not a problem as most covers in the census have a town postmark that contains the date "July 1" along with the town name. There are seven exceptions which are described and pictured in the census but excluded from the recognized first day covers:

The first five exceptions are 1¢ circulars from New York or Baltimore that contain preprinted notices dated July 1, 1851, but which do not have a July 1 postmark to confirm when they were processed by the Post Office. Collectors believe that these circulars are genuine. However since it cannot be proven that any of them were actually mailed on July 1st, even though that was the apparent intent, they are not recognized as first day covers. Many instances are known where circulars were mailed after the preprinted date on the circular.

The remaining two exceptions are "Way" letters, each with a 3¢ stamp. Each letter has a "Mobile, July 1, 1851" dateline, and is postmarked in New Orleans on July 2nd. These letters probably left Mobile on July 1st, but neither cover has a Mobile postmark to establish whether the letter entered the mail on July 1st or on July 2nd.

- Everything else about the cover and stamp must be consistent with the year being 1851. I have worded it this way because there are items in this census that are accepted as being mailed on July 1, 1851, but which do not include a dated confirmation that the year was 1851. Being "consistent with the year being 1851" includes:

- The postal markings must be consistent with those found on other stamped covers from

the same city postmarked within a few days of July 1st 1851. This determination requires both knowledge and reference material on the part of anyone studying such covers.

There are some cities that used a particular marking in July 1851, discontinued using it, and never used it again. In these particular cases, the presence of these markings confirms the year of use as 1851. For example, New York used a red 13-bar square gridiron on stamped mail only for the brief period from July 1st to about July 5th. Similarly, Boston used a 7-bar round gridiron only from July 1st to around July 9th before switching to the use of the small "Boston Paid" marking.

However some cities used the same markings for several years. Thus, even though we can show that the markings are consistent with other 1851 markings from that city, we cannot prove the year is 1851 from the markings alone.

- Any enclosures, docketing, or other markings must be consistent with mailing on July 1, 1851. Fortunately, over 75% of all covers in the census contain either an enclosure or docketing with the year 1851. While it is possible that the person writing such an enclosure or docketing could have made a mistake on the year, the presence of such a date is accepted as establishing the year as 1851.

- The stamp must be from Plate 1, Early State (Plate 1E) of the 1¢ or 3¢ stamp, as other plates were not in use as early as July 1st 1851.⁴

- Finally, care must be taken to be sure that the stamp has not been added to a previously stampless cover, as many of the markings found on both stamped and stampless mail are similar.

Included in the census are several 3¢ covers plus two off-cover 3¢ stamps that have been accepted by collectors as July 1st 1851 usages even though they do not contain a year date. This acceptance is based on the 3¢ stamps being from Plate 1E, plus the absence of any "inconsistent" information. As we will discuss, the Post Office was unable to supply sufficient quantities of stamps for a number of weeks following July 1st. This insufficient supply coupled with the short period (mid-June to early July of 1851) that Plate 1E was in production led collectors to presume that nearly all Plate 1E stamps would have been used up long before July 1st a full year (or years) later.

This belief has been corroborated by the information collected in my database. I have recorded about 200 3¢ covers from Plate 1E that have a year-dated enclosure or docketing. I have recorded only one exception where a Plate 1E stamp was held for a year or more before it was used. In fact, nearly 95% of these covers were mailed within the first two months (between July 1st and August 30, 1851). This exception was used July 21, 1852.⁵ No doubt other exceptions exist but the scarcity of such occurrences suggests that very few Plate 1E stamps were held onto for very long before they were used. The odds are overwhelmingly in favor that these July 1st Plate 1E usages were in 1851.

Top Line Observations

There are 53 items listed in the census, of which 45 are recognized as used on July 1, 1851 (Table I). The other eight items are included for reference purposes and are not recognized as first day covers. These include the previously mentioned five circulars with preprinted July 1st dates and the two Mobile "Way 1" covers, none of which have a July 1 postmark. The eighth item is a cover from New London, Connecticut with "differing"

expert opinions. Early listings in Chase's book and in *The Chronicle* considered this cover genuine. Siskin and Scheuer discussed the fact that it was subsequently determined to be fraudulent.

Of the 45 recognized July 1st items, 43 are 3¢ and two are 1¢ usages. There are no known 12¢ usages even though this stamp was available for sale to the public on July 1st. The 45 items originated from 23 cities and one Route Agent. Three addressees received more than one cover: Samuel Shock (three covers from two cities); Rev. John Morison (two covers from two cities); Messrs. Beebe & Co. (two covers from two cities).

On each cover in the census the stamp was canceled either by pen or by a gridiron. In about 30% of the cases the cancel did not "tie" the stamp to the cover. Each cover also has a July 1 town postmark. In no case was this July 1 postmark struck on the stamp. However, the two reported off-cover items are exceptions to this pattern. No illustration has been seen of these two items but their description states that in these two cases the "July 1" postmark is on the stamp.

As previously discussed, the stamps must be from Plate 1E for their respective 1¢ or 3¢ denominations. The plate positions of 90% of the stamps are included

Table I
Summary by State of Known 1¢ and 3¢ Usages Dated July 1, 1851

Origin	1¢	3¢	Total	Comments
Massachusetts	1	9	10	
Pennsylvania		6	6	
Connecticut		5	5	Excludes 1 3¢ cover from New London CT that has been expertized by different examiners as both "genuine" and "fraudulent."
New York	1	4	5	Excludes 3 1¢ circulars with pre-printed July 1st dates for which we cannot prove the date of mailing (see text for details).
Maryland		4	4	One of these items is off-cover. Excludes 2 1¢ circulars with pre-printed July 1st dates for which we cannot prove the date of mailing (see text for details).
Ohio		4	4	
Illinois		3	3	
Alabama		2	2	Excludes 2 3¢ covers from Mobile for which we cannot prove the date of mailing (see text for details).
New Hampshire		2	2	
Louisville & Cincinnati Mail Line		2	2	One of these items is off-cover.
District of Columbia		1	1	
Virginia		1	1	
Total	2	43	45	2 of these items are off-cover. Excludes 2 covers from Mobile and 5 1¢ circulars with pre-printed July 1st dates for which we cannot prove the date of mailing (see text for details). Also excludes 1 3¢ cover with differing opinions from experts.

Table II
Cities with Known July 1, 1851 Usages
Extract From the Shipments Book Showing Shipment Dates

State	City	Date of First Shipment to Postmaster	Date First Shipment Received by Postmaster	Known July 1, 1851 Usages (Ties to Table I)	Comments
Massachusetts	Boston	6/30/1851	7/3/1851	5	
	Lowell	7/1/1851	7/3/1851	1	
	New Bedford	7/2/1851	7/8/1851	1	
	South Wilbraham	[None Listed in July '51]	[None Listed in July '51]	1	
	Clappville	[None Listed in July '51]	[None Listed in July '51]	1	
	Southbridge	[None Listed in July '51]	[None Listed in July '51]	1	
Pennsylvania	Lancaster	7/5/1851	7/7/1851	1	
	Philadelphia	6/30/1851	7/2/1851	5	
Connecticut	Hartford	7/1/1851	7/2/1851	4	
	New Haven	7/1/1851	7/2/1851	1	
New York	New York	6/30/1851	7/2/1851	3	+ 3 preprinted circulars (see text)
	Amenia	[None Listed in July '51]	[None Listed in July '51]	1	
	Geneva	[None Listed in July '51]	[None Listed in July '51]	1	
Maryland	Baltimore	6/30/1851	7/1/1851	3	+ 2 preprinted circulars (see text)
	Cumberland	7/5/1851	7/7/1851	1	
Ohio	Chillicothe	7/18/1851	7/22/1851	1	
	Cincinnati	7/1/1851	7/5/1851	3	
Illinois	Chicago	7/2/1851	7/10/1851	3	
Alabama	Mobile	7/1/1851	7/10/1851	2	+2 covers from Mobile (see text)
New Hampshire	West Windham	[None Listed in July '51]	[None Listed in July '51]	1	
	New London	[None Listed in July '51]	[None Listed in July '51]	1	
	Louisville & Cincinnati Mail Line	[Louisville 7/1/1851] [Louisville 7/7/1851]	[Cincinnati 7/1/1851] [Cincinnati 7/5/1851]	2	
District of Columbia	Washington	7/1/1851	7/1/1851	1	
Virginia	Richmond	7/1/1851	7/2/1851	1	
	Total			45	

Source: As recorded in the Post Office Shipments Book titled *Postage Stamps Issued to Postmasters July 1, 1847 to June 30, 1853*

in the census. The early reports in *The Chronicle* did not always include the plate position, which caused confusion when describing two items from the same city. It would be helpful to get the positions of the remaining 10% to avoid further confusion. As would be expected, the stamps from the outer edge (*i.e.*, along the top or bottom rows or along the first or last column) of the pane of 100 stamps were used first. An analysis of the positions shows that about 70% of these stamps used on July 1st came from the outer edge, whereas

only 36% of the stamps from a pane of 100 are edge stamps.

The Shipments Mystery

As stated in the introduction, the official Post Office records apparently indicate only two cities had stamps on July 1, 1851, yet there are first day covers known from approximately two dozen cities. Does this mean that all the covers except for four known from these two

cities must be fakes? If so, that's devastating. Postal historians may disagree on the authenticity of a few of these covers but certainly they do not agree that "all the covers except for four" are fakes. Let's take a look.

About 1910, Arthur M. Travers, clerk to the Third Assistant Postmaster General, found an important official record. It was a detailed listing of stamp shipments to postmasters from the U.S. Post Office in Washington, D.C. The record listed the dates when stamps were sent to each postmaster and when received. It also listed quantities of each denomination and the total dollar amount. In Travers' own words,

Among the old record books was the first ledger used by the Third Assistant, in which was charged the stamps issued to postmasters between 1847 and 1851. This book was in such a dilapidated condition, many of the pages being torn, the covers falling off, that I sent it to the Government Printing Office for repairs and rebinding. Because of its value historically I placed it in the bookcase in my office. Subsequently I discovered the second stamp ledger and that too I brought to my office.⁶

When the existence of the book was first made public by J.M. Bartels in 1910,⁷ Bartels stated the book covered only the four years of the 1847 issue, which is consistent with Travers' statement. When Bartels wrote about the book again in 1912,⁸ he stated that the book covered a six-year period, this time including the first two years of the 1851 issue. There is currently only one ledger known and it lists stamp shipments to postmasters for the first six years that stamps were issued by the Post Office. Thus it appears possible that sometime between 1910 and mid-1912 the two ledgers mentioned by Travers were bound into a single volume, even though his statement does not say so. The full title stamped on the ledger is *Postage Stamps Issued to Postmasters July 1, 1847 to June 30, 1853*. I will refer to this as the "Shipments Book" in the remainder of this article.

In 1915 Bartels published for the first time some of the shipment data for the 1851 issue.⁹ The information he published showed that only two cities, Baltimore and Washington, D.C., had received stamps as early as July 1, 1851. I have not reproduced Bartels' complete data here but instead I have created a chart from Shipments Book data showing shipment information for just the cities where we have a July 1st cover (Table II). The data shows that only the three usages from Baltimore and the one from Washington, D.C. are consistent with their respective city having stamps available for sale on that date. According to the Shipments Book, none of the other cities received

stamps by July 1st. In fact the Shipments Book shows no shipments at all during the month of July to seven cities where we have recorded July 1st covers.

Dr. Chase discussed this anomaly when he wrote his book in 1928,¹⁰ and again in 1943 with his revised edition.¹¹ Explanations of how these first day covers originated were proposed. For example, initially some believed that various travelers purchased stamps at Baltimore or Washington and subsequently mailed them elsewhere on their journey. This explanation could only account for cities that were less than a day's travel from Baltimore or Washington. Another attempted explanation was that the "Date of Receipt" heading in the Shipments Book was not really the date the local postmaster received the stamps, but rather the date the Post Office in Washington, D.C. entered the data in the Shipments Book. This theory too had its flaws, not the least of which is that it could not explain those cities with July 1st covers that apparently were not sent *any* shipments during July (or before).

In addition to all the July 1st covers, collectors found *dozens of covers unquestionably used during the first week and the first month of July 1851 from cities that, according to the records, had not yet received stamps*. There were far more covers found than could be reasonably attributed to travelers. Not only that, collectors located contemporary newspaper articles from some of these cities stating that stamps *were* available for sale to the public on July 1st.

Faced with these contradictory facts, postal historians generally condemned the shipment data. Chase said he believed the post office records were "... either incorrect or incomplete." Perry said "Nobody has yet found out what is wrong with the 1851 data."¹² *The Chronicle* said "evidence proves that these records are incomplete or are in error."¹³ Eventually, writers stopped developing alternative explanations.

Were the postal historians right? And *if* they were, what exactly was wrong or incomplete about the data? What *if* the shipment information was indeed correct? I had no idea how to resolve these questions, but one thing did strike me as I read the articles. It did not appear that any of the writers who condemned this data or believed it to be incomplete had personally examined the Shipments Book. What *if* the remaining data was on some other page of the book, not seen by Bartels when he published his article? Or what *if* pages were torn out or missing? *I wanted to know*.

POSTAGE STAMPS SENT.									
Day Sent.	Date of Receipt.	Office and Postmaster.	Denominations.			Amount.			
			12c	20c	5c				
June 30	1851	1851.							
	July 1	Baltimore	16c	G. L. Madder	20,000	10,000	700	10	
	July 3	Boston	Map.	G. W. Gordon	40,000	20,000	1400	10	
	July 2	New York	14	W. & Brady	20,000	10,000	1000	10	
	July 2	Philadelphia	14	W. J. P. White	20,000	"	900	10	
	July 2	Albany	14	James Fidd	1000	10,000	"	420	10
	"	Buffalo	"	J. M. Harrington	1000	10,000	"	420	10
	"	Albany	"	E. A. Warden	500	5000	300	213	10
	"	Bath	"	Whiting	200	3000	300	117	10
	"	Binghamton	"	B. J. Clark	200	3000	300	117	10
	"	Brooklyn	"	G. L. Williams	500	5000	300	213	10
	"	Canandaigua	"	G. L. Williams	200	3000	300	117	10
July 1	July 1	Washington	D.C.	W. A. Bradley	3600	10,000	1000	310	10
"	July 10	New Orleans	La.	M. W. Warden	5000	"	150	10	
"	July 10	Mobile	Ala.	C. S. Giers	5000	"	150	10	
"	July 8	Saint Louis	Mo.	A. Gamble	5000	"	150	10	
"	July 5	Cincinnati	O.	W. Chow	5000	"	150	10	
"	July 7	Louisville	Ky.	J. B. Edwards	5000	"	150	10	
"	July 2	Hartford	Co.	E. J. Hamilton	5000	"	150	10	
"	July 2	New Haven	Co.	J. B. Robertson	5000	"	150	10	
"	July 3	Providence	R.I.	R. L. Brown	5000	"	150	10	
"	July 2	Bridgeport	Co.	G. Mader	4000	"	120	10	
"	"	Stonewick	Co.	John Durbin	4000	"	120	10	
"	July 3	Wethersport	N.H.	T. Coggeshall	3000	"	90	10	
"	July 3	New London	Co.	J. W. Turner	4000	"	120	10	
"	July 3	Springfield	Mass.	William Stowe	4000	"	120	10	
"	"	Worcester	"	E. M. Lincoln	4000	"	120	10	
"	"	Lowell	"	A. Gilman	4000	"	120	10	
"	July 3	Concord	N.H.	E. Hutchins	4000	"	120	10	
"	July 3	Portland	Me.	Joshua Dean	4000	"	120	10	
"	July 3	Augusta	Me.	J. Burton	4000	"	120	10	

Figure 1. Example of one of the pages from the Shipments Book titled Postage Stamps Issued to Postmasters July 1, 1847, to June 30, 1853.

The Search for the Answer to the Shipments Mystery

I added the Shipments Book to a growing list of documents that I hoped to find some day. I had to satisfy myself whether there were any removed pages or other overlooked information that had not been recorded. During this time period I was also looking for other historical Post Office records such as the correspondence files of the Third Assistant Postmaster General. I have always believed that if we could locate these original documents we would have the answer to all sorts of interesting issues that have perplexed collectors over the years. By the early 1990s I had unsuccessfully tried the National Archives, the Smithsonian National Postal Museum, as well as a number of other sources. I had no idea where else to look for the Shipments Book.

In late 1994 I was reading a column published by Theron Wierenga in the July 5th 1969 issue of *Stamps*. His article described the Shipments Book and stated it was located in the Post Office Building on 12th street between Pennsylvania Avenue and Constitution Avenue in Washington, D.C. I did not know if Wierenga's information was still current as his article was 25 years old at the time I was reading it. Nonetheless, I immediately started writing letters and making phone calls. Eventually I reached Meg Ausman, historian at the Post Office, and with her help I struck pay dirt. She put me in touch with Agnus MacInnes who was, along with other responsibilities, in charge of a small museum belonging to the U.S. Post Office. He knew the whereabouts of the Shipments Book and, even better, could arrange for me to see it. He told me it was on display in the lobby of the U.S. Postal Service Headquarters at 475 L'Enfant Plaza, Washington, D.C.

In 1995 I went to Washington to see the book. I was probably the first collector in many years to examine the actual Shipments Book, even though a microfilm of it was available from the National Archives.¹⁴ The book was indeed on display in the lobby, but it was not available for general browsing or examination. It was in a specially designed, low light, secure, sealed display case. However, on this particular morning Mr. MacInnes had arranged in advance for a crew of five people plus himself to meet me. His crew painstakingly deactivated the security system, removed the screws, disassembled the glass cabinet, adjusted the lights and allowed me to examine the book using white gloves.

The book was impressive. Each page was high quality paper, roughly 15 by 10 inches in size. The overall

volume was bound in leather and was about 17 inches long and several inches thick. The pages spanned the time period from July 1, 1847, through June 30, 1853. The first section, approximately 70 pages in length, listed shipments of the 1847 issue. It was followed by approximately five hundred pages for the 1851 issue. Each page was titled "Postage Stamps Sent." Each page had preprinted column headings labeled as: "Day Sent," "Date of Receipt," "Office and Postmaster," "Denominations" with sub columns "10s" and "5s," and "Amount." In the 1851 section the two denomination columns were modified with pen and ink to show "12s," "3s" and "1s" (Figure 1). Every page had subtotals showing the stamp quantities and dollar amounts. Every three months there were several pages of subtotals for the prior quarter. The auditor "tick" marks in numerous places on each page led me to believe that this was a meticulously maintained record and not likely to be full of uncorrected accounting errors.

I went through every page of the book. Initially I thought I had found something when I located about 25 blank pages between the last 1847 shipments and the beginning of the 1851 shipments that had nothing on them except the headings. To my disappointment I found absolutely nothing else. There were no obviously missing pages, nothing torn out, nothing written in the margins and nothing apparently erased. Other than the blank pages there was nothing I could see that was not present on the microfilm. After I finished my examination, Mr. MacInnes' crew replaced the book in the display case and reassembled the whole thing. I left feeling somewhat dejected but satisfied that at least I had eliminated a number of possible explanations.

The Solution to the Shipments Mystery

When I got home I still wanted to solve the mystery. My experience in Washington told me the solution was not going to be as simple as finding "hoped for" missing pages, notes in the margins or erasures from the Shipments Book. I decided I needed to further study the microfilm to somehow find the answer. This was actually harder than it needed to be because my local library's microfilm reading equipment was in bad condition and frequently "visually impaired." I eventually paid a local company to print a hard copy of the microfilm so that I could avoid some of the eyestrain and the inconvenience of having to go to the library each time I wanted to view the film.

I had information from the Postmaster General's (PMGs) annual report¹⁵ that showed the quantities of stamps issued to postmasters during the period July 1,

Table III

**Number of Stamps Issued to Postmasters
July 1, 1851 Through June 30th, 1852**

12¢	3¢	1¢	Total Quantity	Total Amount
237,042	48,410,035	5,489,242	54,136,319	\$1,535,638.51

Source: *Report of the Postmaster General*, dated December 1st, 1853, as reproduced by John N. Luff, *The Postage Stamps of the United States* (New York: Scott Stamp and Coin Co., 1897), p. 73

1851, to June 30, 1852. This data showed that a total of 54.1 million stamps was delivered from the Post Office in Washington to the local postmasters, consisting of 5.5 million 1¢ stamps, 48.4 million 3¢, and .2 million 12¢ stamps (Table III). I knew that the total shipments in the Shipments Book should match these numbers, so I started going through the Shipments Book entries, and by adding up the subtotals on each page of the book, I came up with a total for the fiscal year ending June 30, 1852, of only 51.1 million stamps. My total was 3 million stamps short of the PMG's total of 54.1 million, so I went back through the book again looking for the discrepancy. This time I also examined the quarterly subtotals carefully.

During this reexamination I found two subtotal pages in the Shipments Book at the end of September 1851 that were different from the other quarterly subtotal pages (Figure 2). I have reproduced these pages in typed form so that they are easier to read (Table IV). I had initially thought these pages were just subtotals for the quarter but I now realized that none of the other quarters had any subtotal pages exactly like these. These two pages were titled "Recapitulation of the footings of the Third Assistant's Report, No. 1, of Postage Stamps Issued under the Act of 3rd March 1851, to Postmasters in the several States and Territories to be put into use on and after 1st July 1851, the times of reception by the Postmasters being shown by their respective receipts accompanying said report No. 1 made for the quarter Ending 30th September 1851."

The entries on these two pages totaled about 3.1 million stamps. This was very close to my 3 million stamp discrepancy for which I was searching, but I still could not match the PMG data exactly. I went back over each page of the book once again, this time adjusting for stamps that had been returned to Washington by the Postmasters for various reasons such as damage. This return data was chronologically recorded in the Shipments Book on the dates that the returns were

credited to the Postmasters. Bingo! *The adjusted totals now matched perfectly!* (Table V).

Now I knew I had something, I just had to understand exactly what it was. When I looked more closely at the title on the subtotal page in the Shipments Book for the quarter ending September 30, 1851, it was surprising how similar the title was to the one on these two special pages. The only difference was that the quarterly subtotal title made reference to "Report No. 2" while the special pages referred to "Report No. 1." The quarterly subtotal read: "Recapitulation of the footings of the Third Assistant's Report, No. 2, of Postage Stamps Issued under the Act of 3rd March 1851, to Postmasters in the several States and Territories to be put into use on and after 1st July 1851, the times of reception by the Postmasters being shown by their respective receipts accompanying said Report No. 2 made for the quarter Ending 30th September 1851."

It now became apparent that "Report No. 2" is what we have been referring to as the "Shipments Book." It was also now apparent that there was another document somewhere called "Report No. 1" and that two pages of summary data had been transferred from it to the Shipments Book. **These two reports, No. 1 and No. 2, when added together and adjusted for returns, tied exactly to the totals stated in the PMG's annual report for the full fiscal year July 1, 1851, to June 30, 1852.**

From here it became straightforward. Report No. 1 accounted for what today we would call the "load-in" or "initial shelf-stocking" shipments for a new product. Report No. 2 accounted for what we would call the "replenishment" or "restocking" shipments. The latter will be referred to as the "replenishment" shipments in the remainder of the article. It now was clear that various postmasters were shipped a total of 3.1 million stamps without having had to order them, the intention being that post offices would have stamps available on July 1st. These initial load-in shipments were recorded in Report No. 1. After the initial load-in, additional stamps

Day Sent	Date of Receipt	Office and Postmaster	Denominations				Amount
			10 ^c	3 ^c	1 ^c	4 ^c	
Recapitulation of the Postings of the Third Assistant Post. No. 1, of Postage Stamps issued under the act of 3 Mar. 1851, to Postmasters in the several States and Territories to be put into use on and after 1 st July 1851, the fines of reception by the Postmasters being shown by their respective receipts accompanying said report No. 1 made for the quarter ending 30 th September 1851.							
Page 1	To Postmasters in Maine		5,300	83,000	15,200	2,100	105,600
2	"	"	7,000	14,000	2,100	625	23,725
3	"	New Hampshire	2,700	51,000	12,300	2,017	68,017
4	"	Vermont	3,000	64,000	11,300	2,378	80,678
5	"	Massachusetts	3,700	106,000	17,700	1,375	128,775
6	"	"	4,900	84,000	17,600	3,283	109,783
7	"	"	4,700	89,000	15,100	3,005	111,805
8	"	"	1,800	30,900	5,900	1,002	39,602
9	"	Rhode Island	1,300	27,000	5,500	107	33,907
10	"	Connecticut	4,400	81,000	16,900	3,217	105,517
11	"	"	700	14,000	2,100	525	17,325
12	"	New York	3,200	64,000	9,600	2,400	79,200
13	"	"	3,900	52,000	8,610	2,117	66,627
14	"	"	3,500	50,000	9,400	2,050	64,950
15	"	"	14,500	90,000	21,900	4,607	127,007
16	"	"	4,800	82,000	13,700	2,083	100,583
17	"	"	7,000	14,000	2,500	666	24,166
18	"	New Jersey	4,300	46,000	11,800	2,014	64,114
19	"	Pennsylvania	1,100	46,000	7,800	1,590	56,490
20	"	"	500	50,000	9,200	1,600	60,300
21	"	"	6,100	90,000	14,400	2,978	113,478
22	"	"	500	36,000	6,000	1,217	42,717
23	"	Delaware	200	10,000	3,400	373	13,973
24	"	Maryland	1,500	46,000	11,100	1,697	59,297
25	"	Parkville					

Figure 2. One of two summary pages from Report No. 1 found in the Shipments Book. These two pages proved to be the key to resolve the shipments mystery. These two pages are reproduced in typed form for clarity in Table IV.

Table IV

Recapitulation of the footings of the Third Assistant's Report, No. 1, of Postage Stamps Issued under the Act of 3rd March 1851, to Postmasters in the several States and Territories To be put into use on and after 1st July 1851, the times of reception by the Postmasters being shown by their respective receipts accompanying said report No. 1 made for the quarter ending 30th September 1851.

Page	1	To Postmasters in		12s	3s	1s	\$
"	2	"	Maine	5,300	88,000	18,200	3,458
"	3	"	"	700	14,000	2,100	525
"	4	"	New Hampshire	2,700	54,000	12,300	2,067
"	5	"	Vermont	3,000	64,000	11,800	2,398
"	6	"	Massachusetts	8,700	106,000	17,100	4,395
"	7	"	"	4,900	84,000	17,500	3,283
"	8	"	"	4,700	83,000	15,100	3,205
"	9	"	"	1,800	30,000	5,900	1,202
"	10	"	Rhode Island	1,300	27,000	5,100	1,017
"	11	"	Connecticut	4,400	84,000	16,900	3,217
"	12	"	"	700	14,000	2,100	525
"	13	"	New York	3,200	64,000	9,600	2,400
"	14	"	"	3,900	52,000	8,600	2,114
"	15	"	"	3,800	50,000	9,400	2,050
"	16	"	"	14,500	90,000	21,900	4,659
"	17	"	"	4,800	59,000	13,700	2,483
"	18	"	"	900	16,000	1,800	606
"	19	"	New Jersey	4,300	46,000	11,800	2,014
"	20	"	Pennsylvania	1,100	46,000	7,800	1,590
"	21	"	"	800	50,000	9,200	1,688
"	22	"	"	6,100	70,000	14,400	2,976
"	23	"	"	500	36,000	6,200	1,202
"	24	"	Delaware	200	10,000	3,400	358
"	25	"	Maryland	1,500	46,000	11,100	1,671
"	26	"	Dist of Col., Virginia	500	34,000	7,500	1,155
"	27	"	"	1,000	50,000	14,300	1,762
"	28	"	"	200	9,000	3,200	326
Page	28	"	N Carolina	300	42,000	10,200	1,398
"	29	"	So Carolina	1,400	39,000	10,800	1,446
"	30	"	Georgia	500	52,000	11,800	1,738
"	31	"	"	500	23,000	4,600	796
"	32	"	Florida	500	17,000	5,600	626
"	33	"	Alabama	1,700	55,000	14,000	1,994
"	34	"	Mississippi	600	44,000	7,900	1,471
"	35	"	"	200	13,000	4,000	454
"	36	"	Louisiana	2,000	49,000	10,200	1,812
"	37	"	Texas	2,200	35,000	10,500	1,419
"	38	"	Arkansas	200	15,000	4,400	518
"	39	"	Tennessee	800	51,000	12,000	1,746
"	40	"	Kentucky	1,300	55,000	11,000	1,916
"	41	"	"		11,000	2,000	350
"	42	"	Ohio	2,400	68,000	20,800	2,536
"	43	"	"		43,800	7,800	1,392
"	44	"	"	400	52,000	11,000	1,718
"	45	"	"	200	25,000	4,800	822

"	46	"	"	Michigan	600	62,000	15,200	2,084
"	47	"	"	"		4,000	800	128
"	48	"	"	Indiana	400	57,000	11,400	1,872
"	49	"	"	"	100	27,000	5,400	876
"	50	"	"	Illinois	100	53,000	9,500	1,697
"	51	"	"	"	100	42,000	7,800	1,350
"	52	"	"	Missouri	600	68,000	5,000	2,162
"	53	"	"	Iowa		28,000		840
"	54	"	"	Wisconsin		80,100		2,430
"	55	"	"	Minnesota		3,000		90
TOTALS					102,600	2,490,800	496,400	92,000

[This original document is two handwritten pages in length but is typed here as one continuous page.]

had to be ordered by postmasters from the Post Office in Washington, D.C. These replenishment orders from postmasters are what are recorded in Report No. 2.

All we know about Report No. 1 is what is shown on its two-page summary in the Shipments Book. I certainly hope we will find Report No. 1 in its entirety someday and I have not given up on finding it. In the meantime, I would like to describe several features about this report that are apparent from examining the two summary pages.

- We know that Report No. 1 was kept separately from the Shipments Book (*i.e.*, Report No. 2).
- Report No. 1 contained at least 55 pages, as the page numbers were transferred as part of the two-page summary.
- Report No. 1 was organized by state. Some states had multiple consecutive pages.
- There was never more than one state on a page,

with the exception that the District of Columbia was apparently combined with Virginia.

- Each page had subtotals, as these subtotals were later transferred to the Shipments Book.

The most desirable information that we lack from Report No. 1 is exactly which cities received the 3.1 million stamps and the date that they received them. I tried analyzing Report No. 1's format so that I might be able to figure out which cities received the 3.1 million stamps. I tried matching the number of pages listed for each state with the number of large cities in that state, but this was guesswork. For reasons that will be clear shortly, I also tried matching the number of pages listed for each state with the number of counties in that state in mid-1851. I didn't get anywhere with this, as several states had over a hundred counties and there weren't enough pages to list them all. Someone may eventually

Table V
Reconciliation of Reports No. 1 and No. 2
With the
PMG's Report for the Fiscal Year Ending June 30, 1851

Number of Stamps Shipped to Postmasters
July 1, 1851 Through June 30th, 1852

Report	12¢	3¢	1¢	Total
Report No. 1 (Load-In Shipments)	102,600	2,490,800	496,400	3,089,800
Report No. 2 (Replenishment Shipments)	137,750	45,987,200	5,002,500	51,127,450
—Subtotal	240,350	48,478,000	5,498,900	54,217,250
Returns from Postmasters	(3,308)	(67,965)	(9,658)	(80,931)
Net Stamps Shipped to Postmasters	237,042	48,410,035	5,489,242	54,136,319
PMG Report for FY Ending 6/30/1852	237,042	48,410,035	5,489,242	54,136,319

Table VI

**Stamps Received by the Post Office from Toppan, Carpenter, Casilear & Co.
June 21, 1851 to June 30, 1851**

12 cent	3 cent	1 cent	Total Quantity	Total Amount
200,000	1,710,000	400,000	2,310,000	\$79,300.00

Source: Data obtained from the Post Office Department, in John N. Luff, *The Postage Stamps of the United States* (New York: Scott Stamp and Coin Co., 1897), p. 73

figure the report format out, or better yet, find the entire Report No. 1.

In the next section I will discuss how the distribution process worked. As will be seen, a lot more than 23 cities received stamps by July 1st. But for now, **the important conclusion is that sufficient quantities of stamps were indeed sent to postmasters throughout the country on or before July 1st, to explain the existence of the July 1, 1851 covers.**

Bottom line: There was nothing wrong or incomplete about the data in the Shipments Book. None of the early writers had examined it closely, most not at all. The data was in the book all along but it was recorded out of sequence chronologically. These load-in shipments were made in June and July of 1851, but the record of these load-in shipments was placed in a section of the Shipments Book at the close of the quarter ending September 30, 1851. Further, these shipments were only recorded in summary fashion by state, and not by city.

How the Distribution Plan Worked and How Many Stamps Were Sent Out by July 1st

There was an overall plan to implement the postage rate reductions effective July 1, 1851 that involved the U.S. Post Office and to some extent the U.S. Treasury. The U.S. Post Office intended to supply the 1851 issue stamps to "nearly two thousand post-offices" throughout the country by July 1.¹⁶ Simultaneously, the U.S. Mint distributed new 3¢ coins to facilitate purchasing 3¢ stamps. I have mentioned these coins primarily to help avoid confusion. Many 1851 newspapers and letters refer to a "new 3¢ piece," meaning the new coin and not the 3¢ stamp. Such references are not always clear unless the reader knows

that both 3¢ stamps and 3¢ coins were issued about this time.

My focus is on the Post Office plan for distributing the new stamps. That plan looked something like this:

- The U.S. Post Office in Washington, D.C. would ship stamps to post offices in county seats and major cities throughout the country. The postmasters in these county seats and major cities would further distribute the stamps to smaller nearby post offices.

We know this because the PMG issued regulations dated June 10, 1851, telling the postmasters how the distribution process would work:¹⁷

These stamps will be furnished to one or more of the principal Postmasters in each county, who will be required to supply the other Postmasters in their respective vicinities, upon being paid for the amounts furnished.

All other persons wishing supplies of stamps can obtain them from the Postmaster at the county seat nearest their residences, or from the Postmaster of any other office having them for sale.

- These initial load-in shipments were distributed automatically without the postmasters having to order them. They were recorded in Report No. 1.

- After a post office received their initial shipment they would order replenishments directly from the Third Assistant Postmaster General at the U.S. Post Office in Washington, D.C. The instructions to place these replenishment orders and a preprinted order form were very likely included with the load-in shipment.

- These replenishment orders from postmasters were recorded in Report No. 2, the Shipments Book.

However, the planned distribution of stamps did not go smoothly. The Post Office significantly underestimated the impact lower postage rates would have

Table VII**Estimated Number of Load-in Stamps Shipped Out by June 30, 1851**

Source	12¢	3¢	1¢	Total Quantity
Stamps received by the Post Office from TCC by June 30, 1851, and thus available to ship to Postmasters. (See Table VI)	200,000	1,710,000	400,000	2,310,000
Less: replenishment shipments sent out on by June 30, 1851, and thus available to ship to Postmasters. (See Table VI)	(3,600)	(159,000)	(41,500)	(204,100)
Remaining stamps available for load-in shipments for the period ending June 30, 1851 (The difference between the first and second rows)	196,400	1,551,000	358,500	2,105,900
Total stamps shipped to the Postmasters for the entire "load-in" period (Recorded in Report No. 1, See Table IV)	102,600	2,490,800	496,400	3,089,800
Estimate of stamps shipped to the Postmasters for "load-in" through June 30, 1851 (The smaller of either the third or fourth rows for each denomination*)	102,600	1,551,000	358,500	2,012,100
Estimate of stamps shipped to the Postmasters for "load-in" on July 1, 1851 or later (The difference between the fourth and fifth rows above)	0	939,800	137,900	1,077,700
* Assumes that all stamps received from TCC by July 1st that were needed for load-in shipments were shipped out by July 1 st .				

on the demand for the new stamps. In addition, TCC ran into unforeseen production problems in printing the stamps. The public was disappointed. In Chapter I of his book Chase reproduced a number of newspaper editorials discussing the inadequate availability of the stamps. In Chapter V he reproduced a scathing letter from PMG Hall to TCC, saying:

... the public are suffering and the Department is continually censured because the stamps are not furnished to meet the present demand.¹⁸

The load-in period was a disappointment because:

- **It took longer than expected.** The Post Office undoubtedly planned that the initial load-in shipments would be completely distributed by July 1st. As we will see from a letter later in this section the load-in shipments

were not finished until August 5th.

There were simply not enough stamps printed before July 1st. We have enough data to estimate that 2.0 million of the 3.1 million load-in stamps had been sent out before July 1st (Table VII). This included 1.6 million 3¢ stamps, .4 million 1¢, and .1 million 12¢ stamps. The remaining load-in shipments, in total 1.1 million stamps, were sent out between July 1st and August 5th. This estimate assumes that aside from some June 30th replenishment shipments (Figure 1) all stamps received from TCC by June 30th were used for load-in shipments.

- **The amount of stamps was not adequate.** The U.S. Post Office needed a lot more than 3.1 million stamps for the load-in shipments, but TCC could not produce stamps anywhere near fast enough to keep up with the initial demand.

- **Stamps reached fewer post offices (and therefore**

fewer people) than planned. The exact number of post offices supplied during the load-in period is difficult to measure but it was well short of the goal of two thousand expressed in the previously quoted editorial. The Shipments Book shows that about 670 post offices had placed replenishment orders by the end of the load-in period (*i.e.*, August 5th). It is safe to assume that some number of postmasters had received load-in shipments but had not placed replenishment orders, so the actual number of post offices having stamps is higher than 670. As an educated guess it is unlikely that the total exceeded one thousand post offices and it was probably closer to 750.

Despite all these problems, supply eventually caught up with demand. As shown in the letter below, the Post Office considered the load-in shipments complete by August 5th.

Post Office Department

August 5 1851

Messrs. Toppan Carpenter & Co
Engravers. Philadelphia Pa

Gentlemen - The Post offices throughout the country having now been generally furnished with postage stamps, it will not be necessary for you hereafter to forward supplies to the Department to the same extent as heretofore. It will be sufficient, until otherwise directed, if you forward weekly, to be delivered on every Monday evening, one million and a half of stamps, of which one hundred thousand to be one cent, and the residue three cent stamps.

Respectfully
Your obed servt
J Marron
Third Asst. P.M.G.

Despite the chaos a lot was accomplished during the load-in period. By August 5, 1851, the Post Office had shipped an aggregate of 3.1 million stamps as load-in shipments to postmasters in every state except California, as recorded in Report No. 1. Simultaneously the Post Office shipped an additional 7.4 million stamps as replenishment orders to postmasters in every state except California, as recorded in Report No. 2. **Thus by August 5th 10.5 million stamps had been distributed. To put this in perspective, only 5.5 million stamps were distributed in the entire four years of the U.S. 1847 issue.**

What Cities Received the Pre-July 1st Shipments?

As previously discussed, we know which **states** received load-in shipments of stamps because Report No. 1 was by state. But because we only have a two-page summary we don't have a list of the **cities** within those states that received stamps. After having thought about this for a long while, I now believe we can identify many of those cities. They have been right in front of us all along. The method is to work back from the date a replenishment order was received in Washington DC, and back into the date the postmaster mailed it.

In order to do this, two assumptions must be made. The first is that *a postmaster did not order the new stamps (as recorded in Report No. 2) until after he had received his initial load-in shipment.* It makes no difference whether that load-in shipment came from Washington, D.C., a county seat or a nearby post office. The second assumption is that *both the local postmasters and the Post Office in Washington acted promptly to order and fill the replenishment orders.* Most post offices were short of stamps, as the load-in quantities provided were inadequate, so most postmasters probably ordered immediately upon receipt of the load-in shipment.

The transit time for the shipment of stamps to reach the local postmaster is shown in Report No. 2. It is the number of days between the "Date Sent" and the "Date of Receipt" columns. We will assume transit time in either direction is the same, *i.e.*, it took the same number of days to get the stamps from Washington to the local Postmaster as it took to get the replenishment order from the local postmaster to Washington. Thus by subtracting the number of transit days from the "Date Sent" we arrive at the presumed order date. If this order date works out to be July 1st or earlier, we can assume that the city had stamps on July 1st.

The proposed method will not identify a city that had stamps by July 1st if the postmaster of that city delayed ordering replenishment stamps after receiving his load-in shipment. Additionally, it will not identify the city if the Post Office in Washington held the order for some days before filling it. However, I believe this method will get most of them.

Using this approach I have identified 44 cities that received load-in shipments by July 1st and thus had stamps for sale by July 1, 1851 (Table VIII). Of these 44 cities, we have already found first day covers from 13 of them. Thus the remaining 31 are prime candidates for the discovery of additional July 1st 1851 covers. These 44 cities were located in 19 of the 31 states that existed

Table VIII

(Page 1 of 2)

Cities That Had Stamps on July 1st 1851¹

Estimated from the Dates These Cities Were Shipped Their First Replenishment Orders
(See Text for Assumptions and Discussion)

State	City	County	County Seat?	Date First Replenishment Shipment Sent to Postmaster	Date First Replenishment Shipment Received by Postmaster	First Day Cover Known from this City?
Alabama	Mobile	Mobile	Yes	7/1/1851	7/10/1851	Yes
Connecticut	Bridgeport	Fairfield	No	7/1/1851	7/2/1851	
	Hartford	Hartford	Yes	7/1/1851	7/2/1851	Yes
	New Haven	New Haven	Yes	7/1/1851	7/2/1851	Yes
	New London	New London ²	Yes	7/1/1851	7/3/1851	
	Norwich	New London ²	Yes	7/1/1851	7/3/1851	
District of Columbia	Washington	Washington	Yes	7/1/1851	7/1/1851	Yes
Georgia	Augusta	Richmond	Yes	7/5/1851	7/9/1851	
Illinois	Chicago	Cook	Yes	7/2/1851	7/10/1851	Yes
Kentucky	Louisville	Jefferson	Yes	7/1/1851	7/7/1851	
Louisiana	New Orleans	Orleans	Yes	7/1/1851	7/10/1851	
Maine	Augusta	Kennebec	Yes	7/1/1851	7/3/1851	
	Bangor	Penobscot	Yes	7/1/1851	7/4/1851	
	Portland	Cumberland	Yes	7/1/1851	7/3/1851	
Maryland	Baltimore	Baltimore	Yes	6/30/1851	7/1/1851	Yes
Massachusetts	Boston	Suffolk	Yes	6/30/1851	7/3/1851	Yes
	New Bedford	Bristol	Yes	7/2/1851	7/8/1851	Yes
	Lowell	Middlesex	Yes	7/1/1851	7/3/1851	Yes
	Springfield	Hampden	Yes	7/1/1851	7/3/1851	
	Worcester	Worcester	Yes	7/1/1851	7/3/1851	
Michigan	Detroit	Wayne	Yes	7/5/1851	7/9/1851	
Missouri	St. Louis	St. Louis	Yes	7/1/1851	7/8/1851	

(Table Continued on Next Page)

¹Table does not include the Louisville & Cincinnati Mail Line, as it is not known how its stamps were distributed. However both Louisville and Cincinnati received stamps by July 1st as shown on Table VIII.

² New London County, Connecticut had a dual county seat, New London and Norwich.

in 1851, plus the District of Columbia. We would expect most of these to be county seats or larger cities, so I examined this aspect as well. It turns out that all but two of them were county seats. Apparently the two exceptions received their load-in stamps from their county seat or another city in their vicinity.

There are ten other cities (Table IX) from which we have found first day covers. An understanding of why

these ten aren't on the list of 44 may help in finding first day covers from other cities. These ten are all small cities. It is possible that a traveler purchasing the stamps from a nearby city that had already received its load-in shipment could explain first day covers from any of the ten. However, the data also suggests that *these ten could have received their stamps just as they had been instructed to do by the PMG from their respective*

Table VIII

(Page 2 of 2)

Cities That Had Stamps on July 1st 1851

Estimated from the Dates These Cities Were Shipped Their First Replenishment Orders
(See Text for Assumptions and Discussion)

State	City	County	County Seat?	Date First Replenishment Shipment Sent to Postmaster	Date First Replenishment Shipment Received by Postmaster	First Day Cover Known from this City?
New Hampshire	Concord	Merrimack	Yes	7/1/1851	7/3/1851	
	Portsmouth	Rockingham	Yes	7/1/1851	7/3/1851	
New York	Albany	Albany	Yes	6/30/1851	7/1/1851	
	Auburn	Cayuga	Yes	6/30/1851	7/4/1851	
	Bath	Steuben	Yes	6/30/1851	7/4/1851	
	Binghamton	Broome	Yes	6/30/1851	7/3/1851	
	Brooklyn	Kings	Yes	6/30/1851	7/2/1851	
	Buffalo	Erie	Yes	6/30/1851	7/1/1851	
	Canandaigua	Ontario	Yes	6/30/1851	7/3/1851	
	New York	New York	Yes	6/30/1851	7/2/1851	Yes
	Rochester	Monroe	Yes	7/1/1851	7/4/1851	
	Syracuse	Onondaga	Yes	7/5/1851	7/9/1851	
Ohio	Cincinnati	Hamilton	Yes	7/1/1851	7/5/1851	Yes
Pennsylvania	Philadelphia	Philadelphia	Yes	6/30/1851	7/2/1851	Yes
Rhode Island	Newport	Newport	Yes	7/1/1851	7/3/1851	
	Providence	Providence	Yes	7/1/1851	7/3/1851	
South Carolina	Camden	Kirshaw	Yes	7/5/1851	7/9/1851	
	Charleston	Charleston	Yes	7/1/1851	7/5/1851	
	Georgetown	Georgetown	Yes	7/5/1851	7/9/1851	
Tennessee	Nashville	Davidson	Yes	7/5/1851	7/11/1851	
Virginia	Petersburgh	Dinwiddie	No	7/1/1851	7/2/1851	
	Richmond	Henrico	Yes	7/1/1851	7/2/1851	Yes
Total Cities:	44			First Day Cover Cities:		13

county seat or from a nearby post office:

- There are seven cities (South Wilbraham, Clappville, Southbridge, Amenia, Geneva, New London NH and West Windham) for which we have no replenishment shipments recorded in Report No. 2 during the month of July 1851. None of these seven was a county seat. However, the county seats for six of these seven cities were on our list of 44 cities that received stamps by July 1st.

- The remaining three cities (Cumberland, Chillicothe and Lancaster) were county seats and apparently received stamps directly from Washington, D.C. However, the dates of their replenishment shipments

did not meet the previously discussed criteria to identify post offices having stamps by July 1, 1851. Perhaps they had lower demand and waited a period of time before placing a replenishment order, as each of these three was a small city with a population fewer than eight thousand people. Perhaps the Post Office in Washington held their orders several days before filling it. Regardless of the reason, my method did not identify them as cities having stamps on July 1st.

In summary, we have a total of 54 cities, plus the Louisville and Cincinnati Mail Line, from which we have found or are likely to find first day usages. This includes the 44 cities identified in Table VIII plus the ten small

Table IX

**Cities with Known First Day Covers
Not Identified by the Methodology in this Article¹**

State	County	City	Date First Replenishment Shipment Sent to Postmaster of City	Date First Replenishment Shipment Received by Postmaster of City	County Seat	Date First Replenishment Shipment Sent to Postmaster of County Seat	Date First Replenishment Shipment Received by Postmaster of County Seat
Mass.	Hampden	South Wilbraham	[None Listed in July '51]	[None Listed in July '51]	Springfield	7/1/1851	7/3/1851
	Worcester	Clappville	[None Listed in July '51]	[None Listed in July '51]	Worcester	7/1/1851	7/3/1851
	Worcester	Southbridge	[None Listed in July '51]	[None Listed in July '51]	Worcester	7/1/1851	7/3/1851
New York	Ontario	Geneva	[None Listed in July '51]	[None Listed in July '51]	Canandaigua	6/30/1851	7/3/1851
	Dutchess	Amenia	[None Listed in July '51]	[None Listed in July '51]	Poughkeepsie	7/5/1851	7/8/1851
New Hampshire	Merri-mack	New London	[None Listed in July '51]	[None Listed in July '51]	Concord	7/1/1851	7/3/1851
	Rocking-ham	West Windham	[None Listed in July '51]	[None Listed in July '51]	Portsmouth	7/1/1851	7/3/1851
Maryland	Alleghany	Cumberland	7/5/1851	7/7/1851	Cumberland	7/5/1851	7/7/1851
Ohio	Ross	Chillicothe	7/18/1851	7/22/1851	Chillicothe	7/18/1851	7/22/1851
Pennsylvania	Lancaster	Lancaster	7/5/1851	7/7/1851	Lancaster	7/5/1851	7/7/1851
Total Cities:		10					

¹It is possible that first day usages from any of these ten cities could be explained by a traveler purchasing stamps from a nearby city that had already received its load-in shipment. However, the data also suggest that these ten could have received their stamps just as they had been instructed to do by the PMG, from their respective county seat or from a nearby post office. See text for details.

cities my method did not identify (Table IX). In addition to these 54, there are undoubtedly first day covers waiting to be identified from other smaller cities that received stamps from their county seat or a larger nearby

post office. For those of you who will be using this new information when looking at dealer's cover stocks, good hunting!

Conclusion

In closing I ask for your help. First, if you know of any first day covers of the U.S. 1851 issue that are not included in my census, please publish information about them along with a photo and with as much detail as possible. Second, please help me clean up any errors remaining in the census. Third, please help me record first week (July 1 through July 7, 1851) covers for the 1851 issue, as I believe such information will further strengthen our understanding of this topic. Fourth, I would appreciate help in finding contemporary newspaper articles (or other confirming documents) that report the new stamps were available for sale to the public. Chase published newspaper articles stating that stamps were available by July 1st at post offices in Philadelphia and New York. James Leonardo showed that stamps were available by July 1st in St. Louis, Cincinnati, Chillicothe, and Rochester.¹⁹ Leonardo also showed a letter in his book confirming that the New Orleans Postmaster had stamps on July 1st.²⁰ I believe this information exists for all 54 cities and perhaps many more if we look for it.

Let me say that I hope if this article has proven anything, it is that there is great value and power in going back to examine original records. This story shows how easy it is to dismiss something as wrong or incomplete, without ever examining the source. Such was the case here. When we did go back and examine the original record, we found the answer. More importantly we found information that has given us a better understanding of what was really taking place during the introductory period of the U.S. 1851 issue, and it has helped to identify additional cities and towns that had stamps available for sale to the public on July 1, 1851.

Acknowledgments

I extend my special thanks to Dick Celler, who was a tremendous resource in getting this article ready for press, and I would like to thank many others who have developed information for the article, provided material for the census and edited early drafts. This includes Tom Alexander, Bill Amonette, Alan Berkun, Bernard Biales, Joe Crosby, Bill Crowe, Gary Granzow, Bob Hegland, Van Koppersmith, James Leonardo, Bill McDaniel, Ed Siskin and Roy Weber, as well as those who assisted with earlier listings such as the Berkun / Hulme census in the March 2000 issue of *First Days*.

Endnotes

¹W. Wilson Hulme, II and Alan Berkun, "July 1, 1851 3¢ George Washington," *First Days*, Vol. 45, No. 2 (March 1, 2000), pp. 104-09.

²"First Day Covers: How Many Are There?," 3c. '51-'57 *Chronicle*, No. 7, p. 1-4.

³Ed Siskin and Henry Scheuer, "Pre-1922 Designated First Days, Part III - July 1, 1847 [sic]," *First Days*, Vol. 23, No. 4 (July/August 1978), pp. 16-20.

⁴The earliest known use (EKU) of the 3¢ Plate 1, Intermediate State (Plate 1I) is July 12th; Plate 5E is July 19th; Plate 2E is July 23rd 1851. The EKU of the 1¢ Plate 1L was not until 1852 and the EKU of the 1¢ Plate 2 not until late 1855. See Wilson Hulme, Keiji Taira, Richard Celler, Elliot Omiya and Mark Rogers, "Earliest Known Uses of the 1851-1857 Era," *The Chronicle*, Vol. 48, No. 3 (Whole No. 171)(August 1966), pp. 160-165.

⁵*The Chronicle*, No. 19, p. 8.

⁶Clarence W. Brazer, "The Travers Manuscript Letters," *Essay Proof Journal*, Vol. 5, No. 3 (July 1948), pp. 144-46.

⁷J.M. Bartels, "Some Washington Notes," *The Philatelic Gazette*, December 15, 1910, p. 66.

⁸J.M. Bartels, "A Valuable Old Record Book," *Philatelic Gazette*, June 1, 1912, p. 324.

⁹J.M. Bartels, "United States - 1851 Issue. Dates of First Consignments," *Philatelic Gazette*, March 1915, p. 53.

¹⁰Carroll Chase, *The 3¢ Stamp of the United States 1851-1857 Issue* (Hammondsport, NY: J.O. Moore, Inc. (Wilmington, DE: Printed and bound by Cann Brothers & Kindig, Inc.), 1929), pp. 36-38.

¹¹Chase, rev. ed. (Springfield, MA: Tatham Stamp & Coin Co. (Chicopee Falls, MA: Printed and bound by Rich Lithographing Co.), 1942), pp. 37-39.

¹²Elliott Perry, *Mekeel's*, October 30, 1939, p. 525.

¹³3c. '51-'57 *Chronicle*, No. 7, p. 3.

¹⁴United States, Post Office Department, "Records of the Post Office Department, Record Book of Stamp Shipments to Postmasters - July 1, 1847 to June 30, 1853," Washington, D.C., Microfilm Roll NNR-423, U.S. Archives, 1967.

¹⁵John N. Luff, *The Postage Stamps of the United States* (New York: Scott Stamp and Coin Co., 1897), p. 73.

¹⁶*Philadelphia Public Ledger* editorial, in Chase, p. 11.

¹⁷*The United States Postal Guide and Official Advertiser*, June 1851, reprint ed. (Muskegon, Mich.: Theron Wiernga, 1982), Volume I, p. 362.

¹⁸Chase, Chapter 5.

¹⁹James Leonardo, *Introduction of Adhesive Postage Stamps in Iowa 1845 - 1853* (Iowa Postal History Society, 1996), pp. 43-48.

²⁰*Ibid.*, pp. 137-38.

Census of July 1st 1851 Usages


The U.S. 1851 Issue



A few notes would be helpful about how the census is organized. The entries are listed alphabetically by city and state, with Route Agents (e.g., Louisville and Cincinnati Mail Line) at the end. Within each city, one-cent covers are shown before three-cent ones.

The first column ("Origin & Identifier") shows the city and state from which the cover was mailed. In addition, it shows a unique identifier code made up of the city, state, stamp denomination, plus a sequence number. For example, "Baltimore, Maryland (1c-#2)" is the second one-cent cover from Baltimore. The second column ("Plate Position, Description") shows the plate




position of the stamp, type of cover (i.e., folded letter), description and color of the markings, important details about the cover and its contents, and the illustration. The third column ("Addressee") shows the full address on the cover. The last column ("Reference, Comments") shows literature references, provenance, and additional comments.

Following the census, there is a description of four additional items that have been reported over the years that apparently were the result of typographical or reporting errors. These are not included in the census.




Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Alabama			
Mobile, Alabama (3c - #1)	Position 45 R 1E on folded letter with red town postmark. Stamp at center of cover, tied by red 7-bar gridiron.[Contains prices current from James A. Hooper, Commission Merchant.]	John Aiken Esq. Boston Ms.	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p. 3), 21 (p. 9). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 23. •Ex Weiant. Ex Alexander. Ex Hulme.
			
Mobile, Alabama (3c - #2)	Position 65 L 1E with red town postmark and red gridiron. [No photo available.]	Addressee Not Known	<ul style="list-style-type: none"> •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 24.


Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Mobile, Alabama (3c - #3)	Unplated three-cent stamp on a folded letter with a "Mobile, July 1, 1851" dateline. Stamp at left of cover tied by both crosshatched pen lines and a red New Orleans town postmark dated July 2. There is a manuscript "Way 1" near the center of the cover.	Messr. Buchanan Carroll & Co. New Orleans	<ul style="list-style-type: none"> •A.M. Thatcher Sale of April 18-20, 1963, Lot #572. •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 25. •Photo: The Philatelic Foundation. •The date on the inside of this folded letter may not be the date of mailing; it has not been proven that this is a July 1, 1851, usage. See text for discussion.
			
Mobile, Alabama (3c - #4)	Position 17 R 1E on a folded letter with a "Mobile, July 1, 1851" dateline. Stamp cancelled by crosshatched pen lines. There is a red New Orleans town postmark dated July 2 and a hand-stamped "Way 1" on the cover.	Messr. Buchanan Carroll & Co. New Orleans	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 19 (pp. 7-8). •The date on the inside of this folded letter may not be the date of mailing; it has not been proven that this is a July 1, 1851, usage. See text for discussion.
	[No photo available.]		
Connecticut			
Hartford, Connecticut (3c - #1)	Position 31 L 1E on folded letter with magenta town postmark. Stamp at left of cover, cancelled but not tied by a magenta 7-bar gridiron.[Contains correspondence from H.A. Perkins at the Hartford Bank.]	Messr. Beebee & Co. Wall St. New York	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p. 3), 12 (p. 2), 21 (p. 9), 29 (p. 8). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 18 •McDaniel Collection. Ex Thomas. Ex G.B. Smith. Ex Krievins. Ex Jennings. Ex Eno.
			



Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Hartford, Connecticut (3c - #2)	Position 91 L 1E on blue folded letter with magenta town postmark. Stamp at left of cover, cancelled but not tied by a black 7-bar gridiron. 	Messrs. Fisher Morgan & Co. Philadelphia	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 14 (p. 2), 21 (p. 9). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 19 •Ex Amonette. Ex Cabeen. Ex Berkun.
Hartford, Connecticut (3c - #3)	Position 29 L 1E on folded letter with magenta town postmark. Stamp at left of cover, cancelled but not tied by a magenta 7-bar gridiron.[The stamp on this cover was previously erroneously reported as position 91 L 1E.] 	Mr. S.K. Akin New Bedford Mass.	<ul style="list-style-type: none"> •Photo: Siegel Sale #894, Lot #302 •Ex Martin.
Hartford, Connecticut (3c - #4)	Position 1 R 1E on envelope with magenta town postmark. Stamp tied by black 7-bar gridiron. Cover is docketed "Hartford, July 1, 1851" on left front side. 	Laura A.W. Capron Care of W.C. Capron Esq. Uxbridge, Mass.	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p. 3), 21 (p. 9). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 17 •Photo: Siegel Sale #526, Lot 69. •Ex Simpson. Ex Shaughnessy. Ex J.D. Baker.

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
New Haven, Connecticut (3c - #1)	Unplated three-cent stamp on folded letter with red town postmark. Stamp tied by two strikes of a red gridiron. Manuscript "Paid" at lower left of cover.	J.M. Lewis, Esqr. Cashr Birmingham Conn.	<ul style="list-style-type: none"> •Photo: Siegel 1968 Rarities Sale, Lot #42. •Ex Jessup.
			
New London, Connecticut (3c - #1)	Position 21 R 1E on envelope with red town postmark. Stamp at left of cover, tied by black 7-bar gridiron. [This item bears no direct means to confirm the year it was mailed other than the stamp being from Plate 1E. See text for discussion.]	Revd. Samuel Bissell Twinsburg Summit County Ohio	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 3), 21 (p. 9), 29 (p. 8). •Photo: The Philatelic Foundation. •Ex Shaughnessy. Ex Simpson. Ex G.B. Smith. Ex Thomas. •First Days, Volume 23, No. 4 (p. 20). states this July 1st cover "found to be bogus."
			
District of Columbia			
Washington City D.C. (3c - #1)	Position 39 L 1E on envelope with black town postmark. Stamp tied by a manuscript cancel. [Contents include: "...congratulations (sic) upon the advent of the three cent stamps, and aint they nice?"]	John N. Noyes, Esq. No. Auburn Maine	<ul style="list-style-type: none"> •Photo: Siegel •Photo: Siegel Sale #894, Lot #301 •Ex Haydon. Ex Siskin. Ex Martin
			

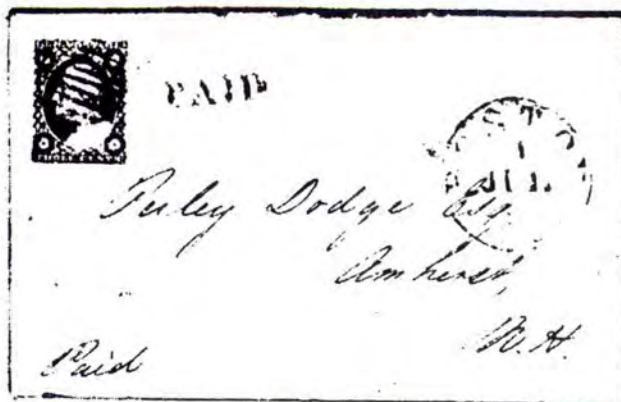
Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Illinois			
Chicago, Illinois (3c - #1)	Position 21 L 1E on folded letter with red town postmark. Stamp at left of cover, tied by two strikes of red 7-bar gridiron.	Erastus W. Smith, Esq. Engineer New York & Liverpool & Bremen U.S. Mail Steamers 42 Dominick Street New York	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 3), 12 (p. 2), 21 (p. 9). •First Days, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 7. •Ex G.B. Smith. Ex Bingham.
			
Chicago, Illinois (3c - #2)	Position 40 L 1E on folded letter with red town postmark. Stamp tied by red 7-bar gridiron and black manuscript cancel.	H. Weed, Esq. Hinesburgh Vermont	<ul style="list-style-type: none"> •Chronicle No. 22 (p. 6). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 8. •Photo: McCusker Sale #87. •Ex Coons. Ex Fisher.
			
Chicago, Illinois (3c - #3)	Position 45 L 1E on folded letter with red town postmark. Stamp at left of cover, cancelled twice but not tied by a red 7-bar gridiron. [This item is reported to bear no direct means to confirm the year it was mailed other than the stamp being from Plate 1E. See text for discussion.]	Messrs. Haskell Worrock & Gull, 10 Gold St New York	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 4), 12 (p. 2), 21 (p. 9), 29 (p. 8). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 9. •First Days, Ex G.B. Smith. Ex McCabe. Ex Colby.
			

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Maryland			
Baltimore, Maryland (1c - #1)	Position 70 R 1E one-cent Type II stamp on printed circular dated and docketed July 1, 1851. Stamp is tied by a black 7-bar gridiron and has no dated postmark.	Mess Jno. P. Ward & Co. Henrysburg Belmont Co. Ohio	<ul style="list-style-type: none"> •<i>First Days</i>, Volume 23, No. 4, p. 18. •Photo: Rieger Sale #13 Lot #16. Ex Cipolla. •The date on this preprinted circular may not be the date of mailing; it cannot be proven this is a July 1, 1851, usage. See text for discussion.
			
Baltimore, Maryland (1c - #2)	Position 16 L 1E one-cent Type II stamp, on printed circular dated July 1, 1851. Stamp is tied by a black 7-bar gridiron and has no dated postmark.[Contents from Lanier, Gittings and Childs announcing formation of a wholesale dry goods business.]	Mr. Wm. C. Grasly Mt. Airy Pittsylvania Ch,Va.	<ul style="list-style-type: none"> •Ashbrook, Vol. I (p. 122.) •Neinken (p. 78.) •Photo: Siegel Sale #815, Lot #2269 •Berkun Collection. •The date on this preprinted circular may not be the date of mailing; it cannot be proven this is a July 1, 1851, usage. See text for discussion.
			
Baltimore, Maryland (3c - #1)	Position 31 R 1E on folded letter with blue town postmark. Stamp tied by a black 7-bar gridiron.[This item is reported to bear no direct means to confirm the year it was mailed other than the stamp being from Plate 1E. See text for discussion.]	Rev. John H. Morison Milton Mass.	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p. 4). •<i>First Days</i>, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 1. •Ex Simpson. Ex Kapiloff. Ex Tito.
			

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Baltimore, Maryland (3c - #2)	Position 58 R 1E on folded letter with blue town postmark. Stamp at left of cover affixed with sealing wax and tied by a 7-bar black gridiron. Manuscript "Paid" at lower left. [Contents include correspondence regarding a deposit of silver dollars.]	Messr. Beebee & Co. New York	<ul style="list-style-type: none"> • <i>Chronicle</i> 14 (p. 2), 29 (p. 8). • <i>First Days</i>, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 2. • Granzow Collection. Ex Davis. Ex C. Winter.
			
Baltimore, Maryland (3c - #3)	Position 36 R 1E with blue Baltimore Md. July 1 cancel. This stamp is off-cover . [No photo available. This item bears no direct means to confirm the year it was mailed other than the stamp being from Plate 1E. See text for discussion.]	NA	<ul style="list-style-type: none"> • <i>Chronicle</i> No. 7 (p. 3), 21 (p. 9). • <i>First Days</i>, Volume 23, No. 4 (p. 20). • Ex Simpson. Ex Shaughnessy.)
Cumberland, Maryland (3c - #1)	Position 32 R 1E on envelope with red town postmark. Stamp tied by three strikes of a black 7-bar gridiron. [This item is reported to bear no direct means to confirm the year it was mailed, other than the stamp being from Plate 1E. See text for discussion.]	R.H. Moale, Esq. Baltimore	<ul style="list-style-type: none"> • <i>Chronicle</i> No. 7 (p. 3), 12 (p. 2), 21 (p. 9), 29 (p. 8). • <i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 15. • Photo: The Philatelic Foundation. • Ex G.B. Smith.
			

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Massachusetts			
Boston, Massachusetts (1c - #1)	Position 5 R 1E one-cent Type Ib stamp on printed circular with red town postmark. Stamp at left of cover tied by a red 7-bar gridiron. Handstamped "Paid" in red at left center of cover. [Contents regarding advertisements from Snow and Wilder, Publishers of Pathfinder Railway Guide.]	Lilvarus Bourne, Esq. Supt. Cape Cod B&RR Sandwich Mass	<ul style="list-style-type: none"> •Chronicle #9 (p. 5). •Ashbrook, Vol. I, p. 120. •Neinken, p. 78. •First Days, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 4. •Ex Lyon. Ex Goerner. Ex deWindt. Ex Downing.
			
Boston, Massachusetts (3c - #1)	Position 2 L 1E on folded letter with red town postmark containing "3cts." Stamp at left of cover tied by black 7-bar gridiron. Handstamped "Paid" in black at left center.	Messr. Brown & Ives Providence, R.I.	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 4), 9 (p. 5), 16 (p. 5), 21 (p. 9). •First Days, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 4. •Ex Lyon. Ex Goerner. Ex deWindt. Ex Downing.
			
Boston, Massachusetts (3c - #2)	Position 3 L 1E on folded letter with a red town postmark containing "5cts." Stamp at left of cover, cancelled but not tied by a black 7-bar gridiron. Handstamped "Paid" in red at left center. Manuscript "Paid" at lower left.	Perley Dodge, Esq. Amherst, N.H.	<ul style="list-style-type: none"> •Photo: Stamp Wholesaler 1/11/86 (p. 10), "First-day cover raises questions about its origin" by Calvet M. Hahn.

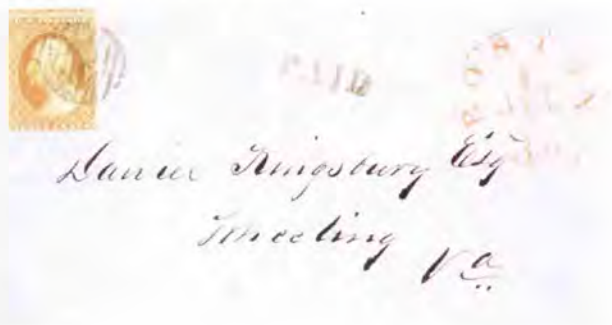
Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
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Boston, Massachusetts (3c - #3) Position 60 L 1E on folded letter with red town postmark containing "3cts." Stamp at left of cover tied by black 7-bar gridiron. Handstamped "Paid" in black at center of cover. [Postscript: "I send hereon the first stamp I use under the new law."][The stamp on this cover was previously erroneously reported as position 6 L 1E.]

Daniel Kingsbury, Esq. Wheeling Va.

•*Chronicle* No. 7 (p. 2), 9 (p. 5), 21 (p. 9), 31 (p. 6).
•*First Days*, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 6.
•Photo: *The United States Stamp 1847-1869* (Ishikawa Collection)
•Ex Ashbrook. Ex Richey. Ex Krug. Ex G.B. Smith. Ex Ishikawa.

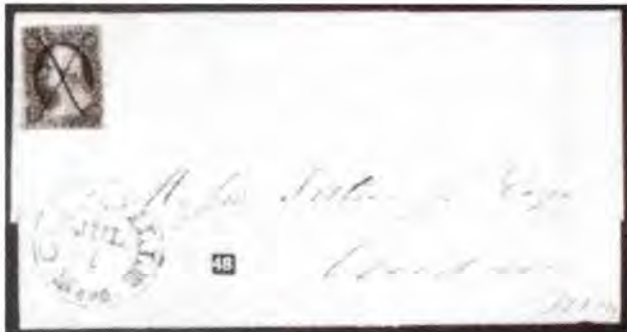



Boston, Massachusetts (3c - #4) Position 8 L 1E on blue folded letter with red town postmark containing "3cts." Only about half of the stamp remains but it appears to originally have been tied by a black 7-bar gridiron. [Contains sales data from L. Hosmer.]

Messr E.T. Fairbanks St. Johnsbury Vermont

• Previously unreported.
•Hegland Collection.



Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Clappville, Massachusetts (3c - #1)	Position 76 R 1E on folded letter with red town postmark. Stamp at left of cover, cancelled but not tied by a manuscript "X."	Moses Foster Jr. Esq. Andover Mass.	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 26 (p. 3), 29 (p. 8). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 13. •Photo: Colby Sale 3/31/67, Lot #48. •Ex Lyon. Ex G.B. Smith.
			
Lowell, Massachusetts (3c - #1)	Position 77 L 1E on folded letter with blue town postmark containing "3cts Paid." Stamp at left center of cover, cancelled but not tied by a blue 7-bar gridiron. "Duplicate" in manuscript at upper left.[Contains past due notice from James C. Ayer.] [The stamp on this cover was previously erroneously reported as position 96 L 1E.]	Mr. R.H. Lansing Chillicothe Ohio	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p. 4), 9 (p. 5), 21 (p. 9). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 22. •Berkun Collection. Ex Chase. Ex Jefferys. Ex Simpson. Ex Piller.
			
New Bedford, Massachusetts (3c - #1)	Position 60 L 1E on envelope. This cover initially was mailed stampless from Grafton, Illinois on June 19, 1851 (per manuscript cancel at upper left) and rated "10" for distances greater than 300 miles. Forwarded from New Bedford on July 1, 1851, by use of the 3ct stamp. Stamp at center of cover, cancelled but not tied by a manuscript "X."	J.N. Clifford New Bedford Tremont House Boston Mass	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 18 (p. 6), 21 (p. 9). •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 26. •Photo: <i>Chronicle</i>, No. 18. •Ex Davis. Ex Paige. Ex Fisher.

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
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South
Wilbraham,
Massachusetts
(3c - #1)

Position 31 R 1E on envelope with red town postmark. The stamp, cancelled by a single red 19-bar gridiron, is not attached to the cover. There are two partial strikes of a red gridiron at the upper right of the envelope. A portion of one strike is not fully visible in the photo as it is under the stamp. "Care Dr. Thures." at lower left. [A detailed discussion of the unusual aspects of this cover is being prepared for publication.]

Miss Laura W
Stebbing
Whitesville
Mississippi
Via N.Orleans

•Chronicle No. 7
(p. 2), 21 (p. 9).
•First Days,
Volume 23, No. 4
(p. 20). Siskin /
Scheuer No. 34.
•Biales Collection.
Ex Voorhees. Ex
MacLaren. Ex
Rust.



Southbridge,
Massachusetts
(3c - #1)

Position 15 R 1E on folded letter with red town postmark. Stamp with manuscript cancel at left of cover, tied by a blue 7-bar gridiron.

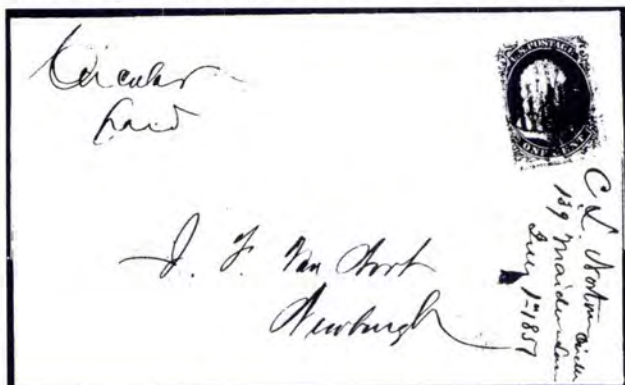
Hon. Henry F.
James
WaterburyVt.

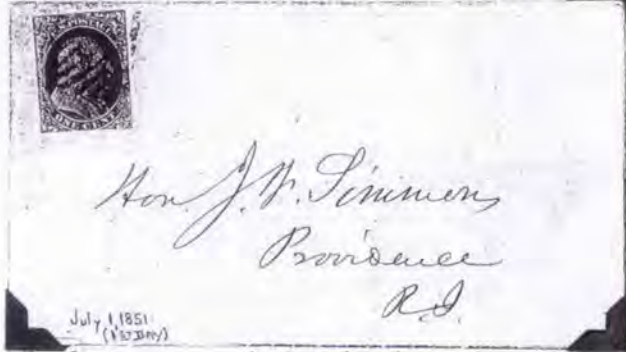

•Weber Collection.
Ex Piller.








Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
New Hampshire			
New London, New Hampshire (3c - #1)	Position 97 L 1E on envelope with red oval town postmark. Stamp tied by black 7-bar gridiron and a manuscript cancel. [This cover was reported in <i>First Days</i> , Volume 23, No. 4 (p. 20) as fraudulent. It was subsequently reexamined and certified as genuine.]	Mrs. Melvin Lord. Care of Melvin Lord, Esq. Boston, Mass.	•Chronicle No. 7 (p. 3), 12 (p. 2), 21 (p. 9). •Photo: Siegel Sale #226, Lot #28. •Ex Rowell.
West Windham, New Hampshire (3c - #1)	Position 31 L 1E on blue folded letter with black manuscript year-dated postmark. Stamp is cancelled by a small MANUSCRIPT "X" and tied by black manuscript pen stroke. [Contains business letter from Ed Fitcomb on freight charges.]	Hon. N. G. Upham Concord N.H.	•Recent discovery. •Biales Collection. •This is the only year-dated postmark recorded on a July 1, 1851 cover.
New York			
Amenia, New York	Position 70 L 1E, on envelope with red town postmark. Stamp is cancelled but not tied by a red 7-bar gridiron.	Rev. Jonathan Bartlette Reading, Ct.	•This cover received a certificate from the APS stating it was a July 1, 1851, usage. •Subsequently a listing was found in RG Kaufmann Sale #68 (Lot


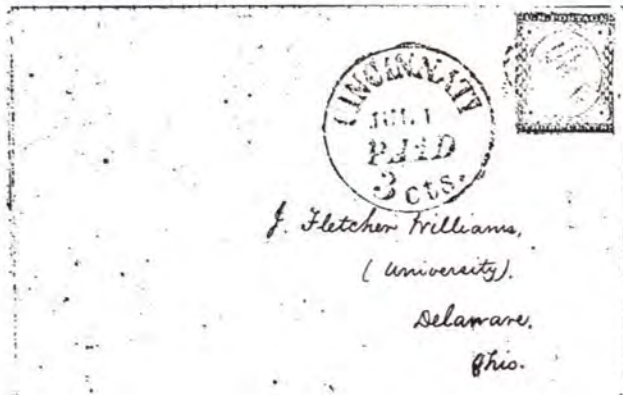
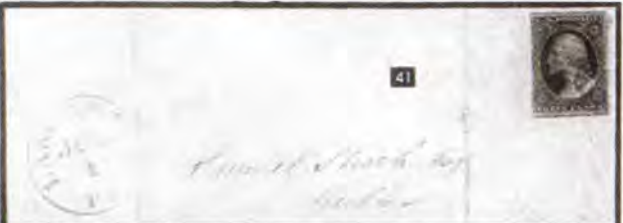
Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
New York, New York (1c - #1)	Positions 1-3 L 1E, strip of three one-cent Type II stamps on envelope with red town postmark. Stamps are at left of cover, tied by red 13-bar square gridirons.	Rev. E.W. Gilman Lockport N.Y.	#220) describing the cover as "July 1 with date corrected ...to read "4", original enclosure dated the 3 rd ..." •No enclosure was submitted at the time of its examination by the APS. •Ashbrook, Vol. I, p. 122. • <i>First Days</i> , Volume 23, No. 4 (p. 18). •Photo: Christie's Grunin Sale 3/25/87, Lot #1. •Ex Knapp. Ex Jeffreys. Ex Grunin.
New York, New York (1c - #2)	Unplated one-cent Type II stamp on printed circular dated and docketed July 1, 1851. Stamp is tied with a red circular 7-bar gridiron and has no dated postmark. "Circular paid" in manuscript at upper left of cover.[Contains notice from C.L. Norton regarding the purchase of a wholesale drug business.]	J.T. Van Wort Newburgh	•Ashbrook, Vol. I, p. 122. Neinken (p. 78). • <i>First Days</i> , Volume 23, No. 4 (p. 18). •Photo: Shreve Fisher Sale, Lot #12. •Ex Fisher. •The date on this preprinted circular may not be the date of mailing; it cannot be proven this is a July 1, 1851, usage. See text for discussion



Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
New York, New York (1c - #3)	Unplated one-cent Type II stamp on printed circular dated July 1, 1851. Stamp is at left of cover tied with a black 11-bar square gridiron and has no dated postmark.	Hon. J.F. Simmons Providence R.I.	<ul style="list-style-type: none"> •<i>Chronicle</i> #12 (p. 2). <i>First Days</i>, Volume 23, No. 4 (p. 18). •Ashbrook, Vol. I, p. 122. Neinken (p. 78). •Ex Rockwell. •The date on this preprinted circular may not be the date of mailing; it cannot be proven this is a July 1, 1851, usage. See text for discussion.
			
New York, New York (1c - #4)	Position 58 L 1E one-cent Type II stamp on printed circular dated and docketed July 1, 1851. Stamp is at left of cover facing downward tied by a black 11-bar square gridiron and has no dated postmark.[Contains announcement of a woolen firm partnership between Marcus Spring of New York and David Buffam of Newport.]	Perry Mfg. Co. Newport R.I.	<ul style="list-style-type: none"> •<i>Chronicle</i> #12 (p. 2). <i>First Days</i>, Volume 23, No. 4 (p. 18). •Ashbrook, Vol. I, p. 122. Neinken (p. 78). •<i>First Days</i>, Volume 23, No. 4 (p. 18). •The date on this preprinted circular may not be the date of mailing; it cannot be proven this is a July 1, 1851, usage. See text for discussion.
			
Geneva, New York (3c - #1)	Position 69 R 1E on folded letter with blue Geneva N.Y. postmark. Stamp at left of cover, tied by blue 7-bar gridiron. Red straight line "Forwarded" at right, manuscript "5." The Rochester postmark is red.[This letter mailed from Geneva, N.Y. to Rochester, N.Y. on July 1 st . Forwarded from Rochester, N.Y. to Litchfield, Conn. on July 2 nd , where the recipient paid the 5c forwarding fee.]	Chas Perkins, Esq. Rochester N.Y. Litchfield Conn.	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p. 2), 14 (p. 2), 21 (p. 9). •<i>First Days</i>, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 16.

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
			<ul style="list-style-type: none"> •Photo: The Philatelic Foundation. •Ex Burleigh.
New York, New York (3c - #1)	Position 59 L 1E on blue folded letter with a red town postmark. Stamp is tied by a red 13-bar square gridiron. [Contains quotations on Carolina Stripes, Plaids from Henry Smith & Townsend.]	Mr. R.G. Hazard Peace Dale Rhode Island	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 3), 12 (p. 2), 21 (p. 9). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 28. •Hulme Collection. Ex Jessup.
			
New York, New York (3c - #2)	Position 93 L 1E on a blue folded letter with a red town postmark. Stamp is at left of cover tied by a red 13-bar square gridiron. Manuscript "Paid" at lower left corner.	Rev. John H. Morison Milton Mass	<ul style="list-style-type: none"> •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 27. •Photo: Christie's Sale 3/25/87, Lot #15. •Ex Grunin.
			

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Ohio			
Chillicothe, Ohio (3c - #1)	Position 51 R 1E on envelope with blue town postmark. Stamp is tied with a blue 7-bar gridiron. [This item is reported to bear no direct means to confirm the year it was mailed, other than the stamp being from Plate 1E. See text for discussion.]	Mess. Swan & Anolives Columbus Ohio	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 11 (p. 3), 12 (p. 2), 18 (p. 6), 21 (p. 9). Siegel #333, Lot #635. •Photo: Shreve Fisher Sale Lot #15. •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No.10. •Ex Schenck. Ex Rubel. Ex Baker. Ex Fisher.
			
Cincinnati, Ohio (3c - #1)	Unplated three-cent stamp on folded letter, with red town postmark containing "Paid" and "3 cts". Stamp cancelled but not tied by a red 7-bar gridiron and manuscript pen stroke. [Contents dated June 30, 1851 contain business and legal matters. Part of a larger correspondence spanning 1845 to 1855.]	David Sears Makoqueta Jackson County Iowa	<ul style="list-style-type: none"> •Photo: <i>Introduction of Adhesive Postage Stamps in Iowa 1845-1853</i> by James S. Leonardo (p. 51). •Leonardo Collection.
			
Cincinnati, Ohio (3c - #2)	Position 92 R 1E on blue folded letter with red town postmark containing "Paid" and "3 cts." Stamp cancelled but not tied by a red 7-bar gridiron. [Contents include: "I send you a 3-cent piece thinking that, perhaps, you have not seen one yet. Can you get Postage Stamps at Rehoboth? Pre-paid letters are charged only 3 cents after July 1, 1851."]	Rev. James Mitchell Rehoboth, Perry County Ohio	<ul style="list-style-type: none"> •<i>Chronicle</i> No. 7 (p.2), 12 (p. 2), 21 (p. 9). •Ashbrook in <i>American Philatelist</i> of 9/36. •<i>First Days</i>, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 11.

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
			•Berkun Collection. Ex Simpson. Ex Fisher.
Cincinnati, Ohio (3c - #3)	Position 95 R 1E on blue folded letter with red town postmark containing "Paid" and "3 cts." Stamp is tied by a red 7-bar gridiron.[Contents include: "I send some postage stamps today. Father yesterday sent you a 3ct-piece."] 	J. Fletcher Williams (University) Delaware, Ohio	•Chronicle No. 7 (p. 3), 12 (p. 2), 16 (p. 5), 21 (p. 9). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 12. •Ex Roser. Ex G.B. Smith. Ex Hicks.
Pennsylvania			
Lancaster, Pennsylvania (3c - #1)	Unplated three-cent stamp on folded letter invoice with a blue town postmark. Stamp is cancelled but not tied by a blue 7-bar gridiron. 	Samuel Shock, Esq. Cashier Columbia, Pa.	•Chronicle No. 21 (p. 8). •Photo: Siegel 1976 Rarities Sale, Lot #41. •First Days, Volume 23, No. 4 (p. 19). Siskin / Scheuer No. 20.


Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Philadelphia, Pennsylvania (3c - #1)	Unplated three-cent stamp on folded letter with a blue town postmark. Stamp at left of cover, tied by a blue 7-bar gridiron. 	P. Whitin & Sons Whitinsville Massts.	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 2), 21 (p. 9). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 32. •Photo: Siegel Sale #384, Lot #33. •Ex Neinken.
Philadelphia, Pennsylvania (3c - #2)	Unplated three-cent stamp on folded letter with blue town postmark. Stamp tied by a blue 7-bar gridiron. 	A.H. Evans Cherry Hill, Near Elkton Md.	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 2), 21 (p. 9). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 31. •Photo: Philip Ward Sale (West Collection) April 1943, Lot #344. •Ex West.
Philadelphia, Pennsylvania (3c - #3)	Position 10 L 1E on blue folded letter with blue town postmark. Stamp at lower left of cover, tied by blue 7-bar gridiron. [Contains banking correspondence from M.W. Woodward.] 	S. Shock Esq. Cashier Columbia Pa.	<ul style="list-style-type: none"> •Chronicle No. 7 (p. 3), 21 (p. 8), 29 (p. 8). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 29. •Photo: DG Phillips Sale of 1/23/99, Lot #406. •Ex Ashbrook. Ex G.B. Smith. Ex Thacher. Ex Planty.
Philadelphia, Pennsylvania (3c - #4)	Position 22 L 1E on cover with a blue town postmark and a blue gridiron. [No photo available.]	S. Shock Esq. Cashier Columbia, Pa.	<ul style="list-style-type: none"> •Chronicle No. 21 (p. 8). •First Days, Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 30. •Ex G.B. Smith.

Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Philadelphia, Pennsylvania (3c - #5)	Position 81 R 1E on folded letter with blue town postmark. Stamp cancelled but not tied by a blue 7-bar gridiron. Letter enclosed is dated 1851 and the cover is docketed "July 1/51" on the front.	Rev. Sylvester Wolfe Bethlehem Northampton Co. Penna. Grunin.	• <i>Stamps</i> 9/16/89 (p. 8). •Berkun Collection. Ex Lehman. Ex

**Virginia**

Richmond, Virginia (3c - #1)	Position 80 R 1E on blue folded letter with red town mark. Stamp at left of cover, tied by two strikes of red 7-bar gridiron.	Messrs. McDaniel & Lee Lynchburg Va.	• <i>Chronicle</i> No. 53 (p. 119). • <i>First Days</i> , Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 33. •Berkun Collection. Ex Engstler. Ex Amonette.
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Origin & Identifier	Plate Position, Description	Addressee	Reference, Comments
Route Agents			
Louisville and Cincinnati Mail Line (3c - #1)	Position 11 R 1E, on folded letter with blue postmark. Stamp tied by a blue 13-bar gridiron. 	Miss A.C. Hulme 325 Walnut St., Philadelphia	• <i>Chronicle</i> No. 15 (p. 1), 21 (p. 9), 29 (p. 8). • <i>First Days</i> , Volume 23, No. 4 (p. 20). Siskin / Scheuer No. 21. •Ex G.B. Smith.
Louisville and Cincinnati Mail Line (3c - #2)	Unplated three-cent stamp from the right pane of Plate 1E with July 1 cancel. This stamp is off-cover . [No photo available. This item bears no direct means to confirm the year it was mailed other than the stamp being from Plate 1E. See text for discussion.]	NA	• <i>First Days</i> , Volume 23, No. 4 (p. 20).

Deletions from prior listings. It has proven difficult to cull out "spurious" entries that were reported as long as fifty years ago. I tried tracing each cover in the census back to its original source and for the entries below I could not verify these covers existed. In almost every case they appeared to been "created" as a result of a typographical or reporting error of the plate position of the associated stamp.

If anyone knows I have made an error, please contact me. A photocopy would be most helpful to resolve if there has been some confusion with other covers. The following have appeared in at least one prior census, but have been deleted from this one:

- Baltimore, Md., three-cent stamp, position 8 R 1E, on folded letter with blue town postmark and black gridiron was reported by Leo Shaughnessy in "Orange Browns on First Day Covers" (*Weekly Philatelic Gossip* June 16, 1951). This item appeared in the Berkun / Hulme census but has now been deleted. It is possible that the plate position was incorrectly reported. This cover has not to my knowledge appeared in any other census or article, including ones in *The Chronicle* that Shaughnessy helped compile.

- Baltimore, Md., three-cent stamp, position 80 R 1E, on cover was apparently erroneously reported in *The Chronicle* #7 (p. 3), #12 (p. 2), and #21 (p. 9). The correct position is 58R 1E. Willard Davis owned a July 1st cover (position 58R 1E) and a July 2nd cover (position 80 R 1E) (see *The Chronicle* No. 14 (p. 2)). It appears the two positions got switched with one another when reporting in *The Chronicle* some years back, thus creating the impression that two July 1st covers were in Davis' possession when there was only one. *The Chronicle* apparently figured this out and eventually stopped listing the 80 R 1E cover, but no explanation was given. Thus the cover previously listed as position 80 R 1E (Siskin / Scheuer No. 3) has been deleted.

- Cumberland, Md., three-cent stamp, position 31 R 1E, on cover with red town postmark and black gridiron (Siskin / Scheuer No. 14) addressed to Baltimore, Maryland has appeared in several prior listings. The source of the entry was apparently someone familiar with G.B. Smith's collection, but it appears that the plate position was incorrectly reported. No photo has been found. This cover is believed to have been another cover owned by Smith.

See Cumberland 3c - #1 (Siskin / Scheuer No. 15) addressed to Baltimore, Maryland and having plate position 32 R 1E.

- Boston, Mass., three-cent stamp, position 6 L 1E, on cover with red town postmark and black gridiron (Siskin / Scheuer No. 5) addressed to Wheeling, Virginia. The cover is listed in a prior census as ex-

Ashbrook. G.B. Smith indicated in a letter that he owned this cover, however no photo has been found. Smith owned another ex-Ashbrook July 1st cover that is so similar to this description that it is possible that the plate position stated in Smith's letter was incorrect. See Boston cover 3c - #3 (Siskin / Scheuer No. 6) addressed to Wheeling, Virginia with position 60 L 1E. See Ashbrook, Vol. I, p. 121.

Part IIID.

U.S. 3¢ 1851 Issue Stamps Used for Multiple Domestic Rates

by William K. McDaniel

This article is the result of a study of the use of 3¢ 1851-57 issue stamps to make up all or part of multiple domestic rates, during the period when they were current. It developed after my curiosity was aroused as to the apparent scarcity of such covers. Much data is based on personal experience over the last 33 years of specializing in these issues. The rest has been obtained through the generous assistance of fellow students, and the study of between 250 and 300 auction catalogs covering a period of some 65 years.

Since these auction houses tended to provide photos of the higher rate covers, a reasonable comparison should be obtainable by basing data on photographed covers appearing in their sales catalogs. This was the basis for the current data, so far as auctions are concerned. The auction houses represented include Christie's, Colby, Frajola, Gibbons, Harmer's, Kaufmann, Manning, Shreve, Siegel, Sotheby, Wolfers and others. Major sales include the Ammonette, Alexander, Hessel,

Ishikawa, Knapp, Newbury, Piller and Weill holdings, along with others.

The data can never be complete, and some items have probably been missed due to the sheer number of auction catalogs published over the years. In addition, some photos had part of the cover(s) covered by another photo, so that all information was not always visible. Present information seems to provide a reasonable view, in relation to the relative scarcity of these higher rates.

The *minimum* rate criteria for this database is 10 x 1¢ circular rate; 5 x 3¢; 3 x 6¢; 3 x 10¢.

The total number of covers meeting the criteria of which I have record to date is 47.

Distribution of the various rates recorded to date is as follows: 25 x 1¢ = 1; 5 x 3¢ = 7; 6 x 3¢ = 8; 7 x 3¢ = 7; 8 x 3¢ = 3; 9 x 3¢ = 7; 10 x 3¢ = 2; 11 x 3¢ = 1; 13 x 3¢ = 1; 15 x 3¢ = 1; 22 x 3¢ = 1; 44 x 3¢ = 1; 3 x 6¢ = 4; 4 x 6¢ = 1; 5 x 10¢ = 1; 7 x 10¢ = 1; 13 x 10¢ = 1.

Rate	Stamps Used	Origin and Destination	Remarks
5 x 3¢	#11x5	Indianola, TX to Corpus Christi, Texas	(Figure 1)
	#11x5	Andersonville, (?) IN to New Orleans, LA	
	#11x5	Canajoharie (?), NY to Essex, NY	
	#11 + #17	New York, NY to Wellsborough, PA	(Figure 2)
	#11 + #17	Indianapolis, IN to Richmond, VT	
	#11 + #17	(?), MS to Philadelphia, PA	
6 x 3¢	#26 [block 4+1]	Postville, PA to Philadelphia, PA	
	#11x6	Richmond, MO to Carrollton, MO	(Figure 3)
	#11? (strip 6)	(?), NT to unknown	
	#11(2) + #17	Lancaster, PA to Philadelphia, PA	
	#11(2) + #17	New York, NY (?) to Providence, RI	
	#25(pair) + #17	Philadelphia, PA to Providence, RI	
	#26a + #12 + #15	Mineral Springs, WI to Philadelphia, PA	M. Bennet #294, lot #129
	#26x6	Covington, LA to New Orleans, LA	
7 x 3¢	#26x6	Oroville, CA to Nevada, CA	
	#11x7	New York, NY to Bolton, MA	(Figure 4)
	#11x7	New York, NY to Quincy, IL	
	#11x7	Cairo, IL to Philadelphia, PA	Siegel #748, lot #2151
	#11 (str.6+1)	(?), MA to (?), NH	
	#11 (2x str. 3+U-?)	San Francisco, CA to Patchogue, NY	
	#11x3 + #17	Cincinnati, OH to Peoria, IL	(Figure 5)
	#26x7	Gonzales (?), TX to (?) Mississippi	
8 x 3¢	#11x8(strip)	New York, NY to (?)	Siegel #748, lot #87
	#26(blk 4+2pr)	New York, NY to Charlestown, VA	
	#26 + #30A(pr) + #36	New Orleans, LA to Iberville, LA	

9 x 3¢	#11 + #17(pr.)	Fort Wayne, IN to Philadelphia, PA	
	#25(7)	Nashville, TN to New Orleans, LA	
	#25(9)	Edonia, IA to Buffalo, NY	
	#26 + #37	Philadelphia, PA to Pepin, WI	
	#26(2)+#24+#35(2)	Warren, OH to Mercer Co., PA	
10 x 3¢	#26(9)	Waterville, NY to Canton, OH	(Figure 6) Siegel #748, lot #88
	#26 + #36(2)	Pine Plains(?), NY to Hilledale, NY	
	#11(strip 10)	unknown (STEAM) to New Orleans, LA	
	#11(strip 10)	Washington, D.C. to Philadelphia, PA	



Figure 1



Figure 2

11 x 3¢	#26+#33 (strip 3)	St. Louis, MO to New York, NY
13 x 3¢	#26+#37(3)	Boston, MA to Montpelier, VT
15 x 3¢	#26+#37+#38	New York, NY to Christianburg, VA
22 x 3¢	#26a+#36b(str3+pr)	New York, NY to Philadelphia, PA
44 x 3¢	#26(2)+#39(3)+#39	Uniontown, PA to unknown



Figure 3



Figure 4

U.S. 3¢ 1851 Issue Stamps Used for Multiple Domestic Rates

3 x 6¢	#10(3 pr)	San Francisco, CA to (?)	Siegel #226, lot #474
	#10(3 pr)	Philadelphia, PA to Astoria, O.T.	
	#11(blk 6)	Ottumwa, IA to San Francisco, CA	Hyers #22, lot #305 (Figure 7)
	#11(pr)+#12	New Bedford, MS to San Francisco, CA	
4 x 6¢	#11(pr)+#17	San Francisco, CA to Hopkinsville, KY	
5 x 10¢	#28a(14)+#24(2)	Irasburg, VT to Nevada City, CA	2 missing
7 x 10¢	#26(23)+#24	Wauseon, OH to Nevada City, CA	
13 x 10¢	#11(10)+#15(10)	Don Pedro's Bar, CA to Liston, ME	Frajola #54, lot #34 (Figure 8)



Figure 5



Figure 6

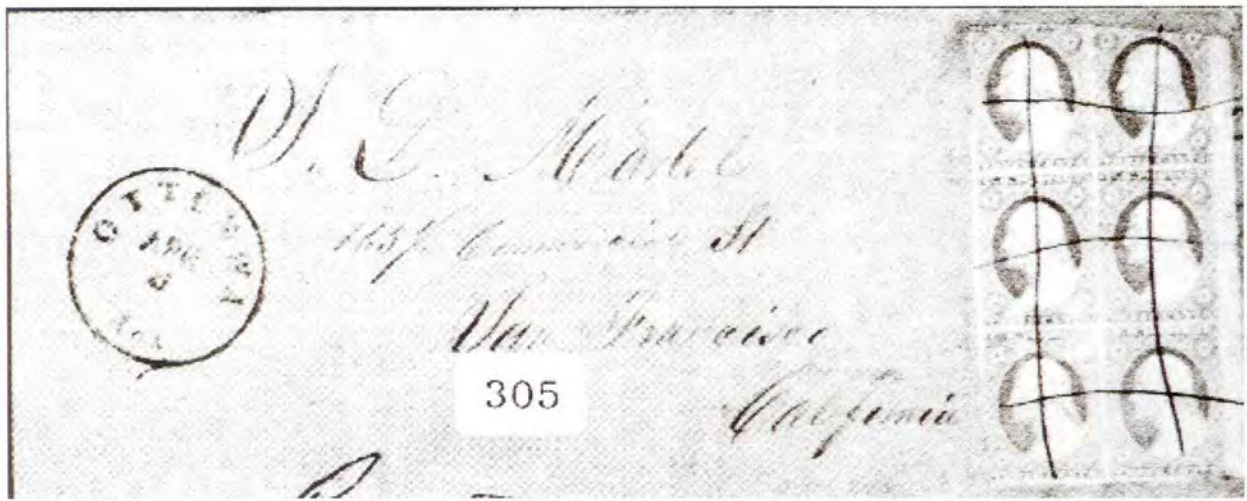


Figure 7



Figure 8

Part III.E.

Unofficial Roulettes on the 3¢ Stamp of the United States 1851 Issue

by *W. Wilson Hulme, II* ©2006

Introduction

This article provides new information on early efforts within the United States to “separate” postage stamps from sheets. This is the second part of an on-going research study dealing with the development of perforations on U.S. stamps in the 1850s.¹ This study is intended to improve our knowledge of both private and official perforations. This work has involved the efforts of a number of collectors who have generously donated their time and loaned early perforation and separation items for analysis. As a result of their help I have been able to see a “critical mass” of rare varieties, including in some cases all the known copies. In addition to the stamps, I have located related documents from a range of unpublished sources such as the National Archives, the Bemrose family and major libraries.

This part of the study will discuss early rouletted stamps, including sawtooth separations, but will not cover perforated stamps. Rouletting and perforating are both processes used to facilitate separation of postage stamps from sheets. The primary difference is that perforation results in the removal of small, usually circular, pieces of paper, while rouletting cuts or slits the paper but does not actually remove any of it.

This article will discuss each roulette variety (including recent discoveries about which little or nothing has been published) for which we have found confirming copies. It describes the identifying characteristics and summarizes what is known about who produced them and when. For example, we now know that the Waterbury roulettes were made on a machine that predated the equipment used for the Chicago Perforations by over a year. Finally, the article will provide a census for each variety. As we will see, each of these early roulettes is ten to fifty times scarcer than a “Chicago Perf.”

Overview

The historical context is important to understand, but as this was covered in length in the first article I will only summarize the key elements here. The U.S. Post Office first issued postage stamps in 1847. These stamps

were imperforate and had to be cut apart with scissors. By the 1850s the demand for stamps started to grow significantly due largely to new laws mandating prepayment of postage. As this demand grew, scissors as a means of stamp separation proved to be less and less satisfactory. Some post offices found that they could not keep up with customers during peak hours due in part to the time required to cut the stamps apart. Businesses and some individuals also found there was a growing need for developing better methods of separating the stamps.

The public did not wait for the U.S. Post Office to do something. There were a number of “unofficial” or “private” attempts to develop alternative techniques to separate the stamps. A few attempts were commercial in nature, designed with the hope of selling the equipment to the U.S. Post Office. However, it appears that most of these attempts were for the benefit of an individual, business or local post office that found it too time consuming or too inconvenient to cut the stamps apart with scissors.

We see the evidence of these early attempts on the stamps of the 1850s, primarily on 3¢ stamps, Scott #11. Most of these early unofficial or private attempts consisted of devices or equipment to roulette the stamps. Rouletting was easier to accomplish than perforating from an engineering standpoint. However, the rouletting process so weakened the paper that the sheets tended to fall apart in routine handling and thus rouletting was not effective. In contrast, perforating did not have the paper handling problems but offered significant technical challenges. Great Britain managed to solve the equipment problems and began perforating British stamps in 1854, but it took three more years for the U.S. to have this capability.

There are only six cities or towns identified from which two or more copies of rouletted stamps have been recorded, and we will discuss these stamps in detail in this article. The six are Newbern, North Carolina; Waterbury, Connecticut; New York City; Bergen, New York; Kensington/Philadelphia, Pennsylvania; and Richmond, Virginia. The attempts in the latter three resulted in what we call sawtooth separations, which is a form of rouletting.

There are several other cities I should mention where

one-of-a-kind items have been noted. There is a likelihood that these are genuine but until we see other copies we should proceed with caution. I hope each of you will look in your collections and help me find their match. The best candidates are Gainesville, Alabama; New York City (similar to the "Treasury" roulette² from Great Britain); Hartford, Connecticut (sawtooth); Bronson's Prairie, Michigan (sawtooth). Additionally, a sawtooth has been seen from a town, the last letters of which are "...mington," possibly Wilmington. Others have been noted but their place of origin is unknown.

I hope that after you read this article you rush to your collection and identify additional examples of these private roulettes. I ask that you please give me the opportunity to examine any such items or to share photographs or scans. I look forward to hearing from you.

Newbern, North Carolina Roulettes

It is my hope that this article might help us identify a few more examples of the Newbern, North Carolina roulettes, as these items are scarce and very desirable to collectors interested in early separations.

These roulettes are, for the most part, "ugly." Their gauge is irregular and often indistinct. They are easy to overlook (Figure 1). Most collectors would reject buying them were they not fully identified. There are no



Figure 1. An example of a Newbern roulette, illustrating why they are not easy to identify. The gauge of the roulette (which measures about 6 on this example) is highlighted by the pencil tick marks on the horizontal and vertical sides, otherwise it would be easy to overlook. Position 88 R3.

attractive covers (or for that matter unattractive ones). Perhaps this explains why over 60% of the copies discovered 80 years ago have now disappeared.

The earliest reference I located about these items appeared in 1922 in an article by Herman Toasperm.³

There has been a find recently of many copies, both on and off-cover, which were the work of an outside inventor living in Newbern, N.C. I am informed that Mr. H.P. Atherton is preparing an article on this find, to appear shortly, which will cover the ground thoroughly.

Unfortunately, it does not appear that Mr. Atherton ever wrote his article, evidenced by the fact that six years later Dr. Chase only had a few brief sentences in his book about the Newbern roulettes.⁴ I have searched for many hours to find the Atherton article. If you know of articles published on the Newbern roulette, I would very much appreciate some help tracking down the information.

What we know:

We don't know as much about these roulettes as we would like. All reported copies are on 3¢ stamps.⁵

All are canceled with a blue "Newbern, N.C." town postmark.

Toasperm stated that copies were known "both on and off cover." This disagrees with Dr. Chase, who stated that all were "off cover or on small pieces." Chase's statement is consistent to date with the attached census. I have examined dozens of Newbern covers but none yielded additional examples of roulettes.

All the known copies were apparently from one correspondence, but as stated we have not confirmed this with covers. The Toasperm article refers to this as "a find,"⁶ i.e., in the singular not plural. Chase apparently examined the holding and he stated that he believed it to be from only one correspondence.

We cannot account for all the copies apparently known in the 1920s. Chase stated "there were over 25 copies." We don't know if Chase actually saw that many, or if that estimate came from others. In any case, there are only 10 examples in the current census, all but one of which have Chase's plating on the back. Perhaps the other 15(+) copies have been lost or destroyed. Perhaps a lower number originally existed. Or perhaps we will rediscover them sitting in our collections.

The gauge is irregular and Chase reported that the copies he examined ranged from 5 to 7.⁷ The copies I



Figure 2. Some common hand tools that might be adapted for rouletting stamps. Tools of this nature were originally designed for a variety of uses including dressmaking, leatherworking and shoe repair.

have examined ranged from 6 to 7 (where measurable), but Dr. Chase probably saw more copies than I have examined.

What we can deduce:

We can deduce other information from studying the available data.

Dr. Chase stated in his book that he was convinced, as am I, that these items are genuine. They were

discovered before Chase's book was written and before plating knowledge of the 3¢ stamp spread. The stamps were still joined at the time the rouletting was applied, and before the stamps were postally used. Chase reconstructed four pairs from single copies postmarked on different dates. The roulette pattern on each stamp in these reconstructed pairs was a perfect fit with its adjacent plate position.

These items were evidently produced in 1852 and 1853, based the color of the stamps (1852 brownish



Figure 3. Examples showing that the Newbern rouletting device was a cutting wheel. The indentation of the wheel shows in several places, the most visible being the left margin of the above single. Occasionally more than one pass of the device was made in rows or columns of stamps. The indentation of this second impression is visible on the reconstructed pair in three places: the left margin of the left stamp, the top and bottom margins of the right stamp. Although these stamps show a clear indentation of the wheel, they do not show the distinct (5–7) gauge seen on Newbern roulettes. All the stamps shown above were probably used in 1852, based on the color shade.

carmine and 1853 dull red) and on the plates used (2L and 3). None of the known copies are year-dated and none have been identified on-cover. The census data indicates their probable usage was about six months from September 1852 until March 1853, but perhaps this would be expanded if more copies were found.

We can visualize what the Newbern rouletting device was like, although we don't know exactly. There was a sharp instrument passed between the stamps as its indentation shows clearly on several examples. Some examples show two indentations on a single stamp, evidence that the device was passed down a given column or row more than once. This device could have been just a sharp blade. However, it would seem more practical if this device were a wheel, perhaps similar to one of those shown (Figure 2). In the 1850s such a wheel might have been used for dress pattern making or leatherwork. Today we might think of this as a "pizza-cutter" wheel. If it were sharp, the edge of the wheel would separate the stamps when guided (perhaps by a ruler) between rows or columns. Compared with the scissors, such a device may have saved time for whoever was cutting the stamps apart. However, this savings would not have been great. To roulette an entire pane of 100 stamps would require a minimum of eleven passes of the device in each direction.

Some singles and reconstructed pairs show paper bridges on four sides of the stamp(s). The whole point of rouletting was for the stamps to remain weakly joined in such a way that it would be easy to finish tearing the stamps apart with the fingers. To prevent complete separation there needs to be an occasional "dull spot" or some type of scoring on the wheel to interrupt the

cutting action of the sharp edge of the cutting wheel. The rouletting wheel would leave small bridges of paper remaining where these gaps occurred. If the gauge were 5 to 7 these paper bridges would occur about every 3 to 4 millimeters.⁸

It is possible that more than one cutting wheel was used to produce these items, since the pattern seen on some stamps appears different than that seen on others. Some stamps only show the indentation of the wheel, with no visible gauge to the rouletting of any kind (Figure 3). (This is especially clear on



Figure 4. A reconstructed pair, positions 67 and 77 L2L, showing the distinct gauge of the Newbern rouletting in both horizontal and vertical directions. The stamps could be separated by hand by tearing along the rouletting between the stamps. The two stamps in this reconstruction were used on different days in January, probably 1853.

the examples mentioned above where the device was passed between the stamps more than once.) Other copies show a distinct gauge (Figure 4). Keeping in mind that none of these stamps are year-dated, I have tried to arrange the Newbern stamps chronologically in the census, based on the month of use and the color shade of each stamp. If I have done this correctly, it appears that the earliest ones (from 1852) show the cutting wheel only, and the later ones (starting in January 1853) show the distinct gauge. This suggests that either more than one wheel was used, or that the original one was altered. I mentioned earlier that no covers had been recorded showing Newbern roulettes. However, I have four 1852 covers in my collection from Newbern (written by W.P. Moore and addressed to Messrs. R.M. Blackwell & Co., Merchants, New York) on which the stamps (all from Plate 3) show some unusual scoring on their edges. I previously chose to believe that was just a remarkable coincidence as the scoring was not distinct enough to

say it was a Newbern roulette. If my theory about a different (or altered) cutting wheel being put into use in early 1853 is correct, then these four 1852 covers with scored stamps may be early examples before the wheel was changed.

Finally, we don't have enough information to tell who applied the rouletting to the stamps. So far as can be determined just one find some 80 years ago apparently provided all the known copies. If all the items came from one correspondence, the evidence might suggest that the writer (be this a person or a business) was also the one who rouletted the stamps. But this remains as conjecture until we can establish more about the writer(s) and recipient(s) of the roulettes, and would go out the window if we could show the roulettes came from multiple sources. I hope that some sharp-eyed collectors will take a close look at all the covers they can find from Newbern and help move this to closure.

Census
Newbern, North Carolina Roulettes***
Gauge* About 5 to 7

Month	Day	Year	Probable Date**	Position	On/Off Cover	Stamp(s)	Cover	Reference Number ****
Sep	27	—	9/27/1852	11 L3	Off	The left selvage is still attached to the stamp, providing an impression of the cutting wheel that was used.	NA	N-03-301
Oct	18	—	10/18/1852	32 L3	Off	Shows cutting wheel at top and left and slightly at right. Three vertical tears at top, perhaps at point of separation.	NA	N-03-302
Dec	7	—	12/7/1852	17 R3	Off	Reconstructed horizontal pair. Cutting wheel indentation shows on pair at top right, bottom middle, and lower left.	NA	N-03-303
Dec	x0 [first digit not visible]	—	12/10/1852	18 R3	Off			N-03-304
"..n" [Jan. or Jun.?]	Not visible	—	1-/1853	Not plated	Off	Photo is unclear but apparently shows a distinct gauge at bottom and some evidence of rouletting on at least two sides.	NA	N-03-305

Jan	21	—	1/21/1853	67 L2L	Off	Reconstructed vertical pair, showing horizontal and vertical rouletting, with a distinct gauge	NA	N-03-306
Jan	30?	—	1/30/1853	77 L2L				N-03-307
Feb?	Not	—	2-/1853	88 L2L	Off	Reconstructed horizontal pair. Photo is unclear but apparently shows a distinct gauge at left and some evidence of rouletting on all four sides of each stamp.	NA	N-03-308
[left stamp]	visible	—	-/1853	89 L2L				N-03-309
	Not visible							
	[right stamp]							
Mar	28	—	3/28/1853	88 R3	Off [On piece]	Shows horizontal and vertical rouletting; Difficult to see, but the gauge of the rouletting is measurable on this item.	NA	N-03-310

* The "gauge" of these items is irregular and can vary depending on where the measurement is taken. Some examples show evidence of a cutting wheel but do not show a distinct gauge. The copies I have examined ranged from 6 to 7, while Dr. Chase indicated a larger range of 5 to 7.

** The dates given in this column are not certain. None of these items is year-dated but the year is likely 1852 and 1853, based on the color shade of the stamps and the known period of usage of the printing plates.

***Dr. Chase stated that over 25 copies, including 4 reconstructed pairs, were known. If correct that would leave over 15 unaccounted copies, including one reconstructed pair.

****Each listing in the census is assigned a reference number in the format: Z-aa-xxx where:

Z = letter designator for city of origin (for example N = Newbern)

aa = denomination of stamp (for example 03 = 3¢ stamp)

xxx = sequential reference number

0xx is used for unused stamps; 1xx is used for off-cover stamps, centered to the right; 2xx is used for off-cover stamps, centered to the left; 3xx is used for off-cover stamps well centered horizontally; 5xx is used for on-cover stamps; 9xx is used for stamps which have been declared "not genuine." (Should these 9xx opinions later be changed, the reference will be reassigned.)



Figure 5. The only recorded Waterbury roulette on cover. Position 18 L1L. The cover was mailed September 3, probably 1854, based on the color shade of the stamp.

Waterbury, Connecticut Roulettes

At the time he wrote his book, Dr. Chase apparently did not know about the Waterbury roulettes. There are only a few known copies, and it has only been recently that an on-cover copy has been found (Figure 5). When reporting the on-cover discovery, the editor of *Linn's* described the Waterbury roulette as "obscure as they get."⁹

Despite their obscurity there has been a significant breakthrough. Newly discovered correspondence has revealed the source of these roulettes. Many collectors, myself included, believed that Elijah Hadley invented and built the first machine within the United States for separating stamps (the "Chicago Perfs"). However, we now know that equipment used in Waterbury was an earlier attempt than Hadley's to separate stamps on a high-speed production basis. The major difference is that the Waterbury machine was a rouletter and Hadley's was a perforator, *i.e.*, the Waterbury machine produced slits versus holes.

What we know:

The Waterbury roulettes are somewhat different in appearance than other roulettes I have seen, especially at the top and bottom (Figure 6). There are uniformly four slits on each side of the Waterbury roulettes, leaving five bridges of paper between stamps side-to-side. There is one bridge at the top and one at the bottom. Thus the gauge of these stamps is about 3 on the vertical sides and about 1 on the horizontal. Despite the uniformity of gauge, each copy is poorly centered.

There are three 3¢ stamps known with these roulettes, canceled with a black "Waterbury, Ct." town postmark (Figure 7). Richard McP. Cabeen reported the first recorded copy in a 1946 article.¹⁰ Another off-cover copy surfaced on West Coast in the early 1990s. However it was not until 1998 that Ken Lawrence discovered an on-cover copy. All the prior viewers of an APS circuit book had overlooked it.

There are potentially two additional copies,

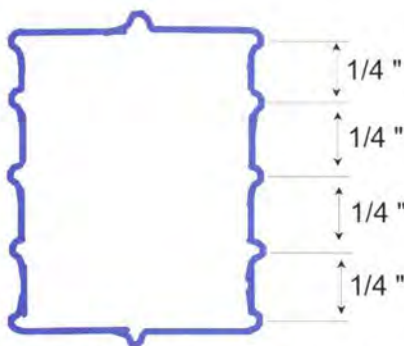


Figure 6. There are four slits on each side of the Waterbury rouletted stamps, leaving five bridges of paper about 1/4 inch apart between the stamps side to side. There is one bridge at the top and one at the bottom.

which would bring the total to five known. I have treated these two separately because they do not have Waterbury cancels. I have examined one of the two and believe that it is from the same source. The other copy I have not seen, but for reasons to be discussed later in the article, I believe that it is likely to have been rouletted in Waterbury.

The first of these two is very similar in appearance, except that the townmark visible on the stamp shows the letters "mbur," which cannot be Waterbury. When I examined this item, I looked for



Figure 7. Composite picture of four Waterbury roulettes, showing the similarities and uniformity of the rouletting pattern, and the similarities of the stamps themselves. The first three stamps have Waterbury town postmarks. The first two are off-cover. The third is on-cover, but has been cropped. The fourth stamp is not postmarked from Waterbury. Its cancel shows that four letters of the town name are "mbur." Perhaps the town is "Hamburgh" about 50 miles to the east of Waterbury. There is a reported roulette with a Stamford, Connecticut town postmark that is a potential match with these four. It has not been examined, as its whereabouts is unknown.

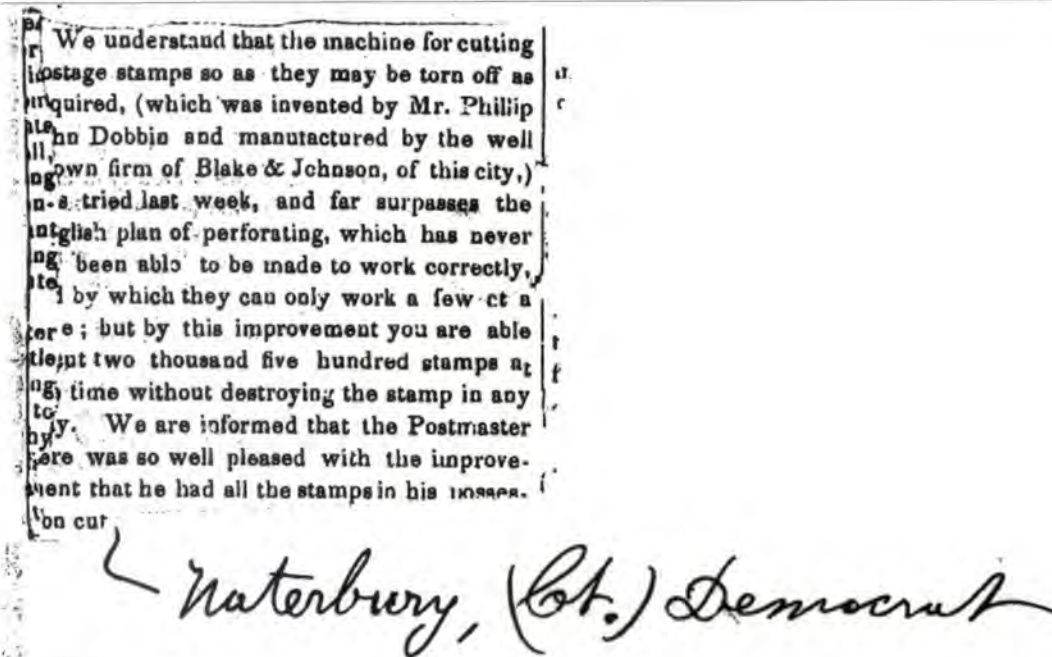


Figure 8. Undated newspaper clipping from the Waterbury Democrat discussing the machinery for rouletting the stamps. The Postmaster ordered the stamps in his possession to be cut with this equipment. The equipment was invented by Mr. Phillip John Dobbin and manufactured by Blake & Johnson. Research is underway to find the date this article was published, but a date near September 1854 is likely.

explanations such as foreign matter on the canceling device, hoping to turn these letters into "rbur." However, the letters are clear. I checked various sources for town names in the 1850s and the only one I found in Connecticut with the right combination of letters was Hamburg, about 50 miles east of Waterbury. This stamp is very much like the others. The rouletting on this stamp fits well when overlaid with other Waterburys. The stamp is from the same plate, the same color, and used within a few days of the other examples.

The second example is from Stamford, Connecticut. In his previously mentioned 1946 article, Richard Cabeen expressed the opinion that a Waterbury roulette in his possession might be from the same source as a roulette that Chase believed to be genuine when he discussed it on page 177 of his book:

"A 3¢ 1851 used on entire in October (probably 1854) from Stamford, Conn., is in my collection and shows the stamp rouletted, the gauge being a little over 3."¹¹

I have never examined this Stamford roulette or seen a photo of it, so I don't know how closely it matches. Stamford is located about fifty miles to the southwest of Waterbury. Cabeen was an eminent 3¢ collector, and it is unlikely that he would lightly draw a comparison between the two roulettes. He knew Dr. Chase and it is

possible that they communicated on this matter. Hopefully the Stamford cover will resurface and we can confirm how closely these roulettes match one another.

What we can deduce:

The stamps rouletted by the Waterbury device were produced in 1854. The color is 1854 Rose Red. All the copies that have been plated are from plate 1L and are worn plate impressions. All the known copies were used in September or October.

I was unsure of how these roulettes were made. My first thoughts were that they were done on a device similar to that described for the Newbern roulettes. However, unlike the Newbern roulettes, none of the examples show any indentations of a cutting wheel, and in addition the roulette pattern is very regular. The bridges of paper remaining between stamps after rouletting are all in the same location. *This uniformity indicated that something other than a hand-held tool, perhaps a machine, might have been used to produce them.*

As I was pondering this question I found key new information. As part of a separate project, I have access to a number of archival documents and correspondence between the Post Office and various engraving

companies such as Toppan, Carpenter. Those documents are being compiled for publication.¹² Buried in those documents was a related letter and newspaper clipping. This letter from J.T. Crowell of New York to the U.S. Post Office was dated March 28, 1855. It contained no text, but just forwarded the undated clipping from the *Waterbury, Ct. Democrat* (Figure 8) which reads as follows:

"We understand that the machine for cutting postage stamps so as they may be torn off as required, (which was invented by Mr. Phillip John Dobbin and manufactured by the well known firm of Blake & Johnson, of this city,) was tried last week, and far surpasses the English plan of perforating, which has never yet been able to be made to work correctly, and by which they can only work a few at a time; but by this im-

provement you are able to cut two thousand five hundred stamps at one time without destroying the stamp in any way. We are

1873

24 WATERBURY DIRECTORY.

ORGANIZED 1852.

BLAKE & JOHNSON,
MANUFACTURERS OF

Hardened Cast Steel Rolls,
PLAIN AND ENGRAVED,
OF ANY SIZE OR FORM REQUIRED,
AND WARRANTED
Superior to any of Foreign Manufacture.

SINGLE AND DOUBLE ACTION
POWER PRESSES,
FOOT PRESSES,
Cartridge Machinery, Rivet Machines,
And a great variety of Machines to order.
Builders of Machinery from Drawings or Models,
When requested, in strict confidence.

ALSO MANUFACTURERS OF
Ladies' Hair Pins, Brass and Iron Pins for Piano Fortes and
Melodeons; Iron, Brass and Silver Rivets, for small
work; also, Umbrella and Parasol Tips.

O. H. STEVENS, Sec.
WATERBURY, CONN.

Figure 9. Advertisement from the 1873 Waterbury City Directory for Blake and Johnson, manufacturers of the Waterbury rouletting equipment. The ad tells us that Blake & Johnson were organized in 1852, and were builders of machinery from drawings or models. The Waterbury rouletting equipment was built in 1854. The 1873 directory is the oldest on file in the Silas Bronson Library in Waterbury. Research is continuing to find earlier information.

informed that the Postmaster here was so well pleased with the improvement that he had all the stamps in his possession cut."

By way of context, on March 16, 1855, the Post Office directed Toppan, Carpenter to investigate cost and equipment required to perforate postage stamps for the United States. While Toppan, Carpenter set about this task, other individuals got involved.¹³ These other individuals hoped that they, and not Toppan, Carpenter, could sell the necessary equipment to the Post Office. One such individual was J.T. Crowell, who eventually tried to obtain equipment like that used by the British Post Office. Crowell initially investigated other sources, and this letter was written less than two weeks after the U.S. Post Office started looking.

This machine is assuredly the source of these roulettes. We know from this article that the postmaster from Waterbury ordered all the stamps in his possession cut using this equipment. This amounts to official sanction, even if only on the local post office level. Further we know the inventor was Phillip John Dobbin and the manufacturer was Blake & Johnson.

As this clipping is undated we do not currently know when it was written or when the machine was tried. The postmarks on the five known copies of the Waterbury roulettes indicate they were manufactured around September and October of 1854. Crowell mailed his letter on March 28, 1855. It is likely that the clipping was several months old when sent by Crowell in response to the Post Office initiative that began on March 16, 1855. Research is underway to find the original dated article and additional information of inventor and manufacturer, but only preliminary information is available (Figure 9). Rather than wait for the results of that effort, I have used the clipping in this article.

We don't know exactly how the machine worked. The cutting pattern was uniform (Figure 10), but we don't know the details of how it worked. No patent has been found that might provide drawings. We are told this equipment was intended to handle large quantities



Figure 10. We do not yet know the details of how the Waterbury rouletting equipment worked. However, the end result was a series of horizontal and vertical cuts, illustrated in this sketch by the lines.

of stamps, up to 2,500 stamps (or 25 panes of 100) at a time. We mentioned earlier that the known copies were all poorly centered. This would be consistent with multiple panes being rouletted at one time, because of the difficulty aligning the underneath sheets with the top sheet.

The good newspaper publicity about this equipment could very well explain why there are copies from Stamford and Hamburg. The stated capacity of the machine would surpass the needs of a town of only 5,000 people, which was Waterbury's approximate population at the time.¹⁴ Other local postmasters may have had their stamps rouletted in Waterbury as well. Alternatively, rouletted stamps may have been exchanged between fellow postmasters in the geographic region around Waterbury, or travelers could have taken them from one town to the other. I think it is likely that we may find others from nearby towns.

We should note, however, that, despite the euphoria of the Waterbury Postmaster, it does not appear that this invention worked entirely as envisioned. There are, after all, only five known copies at this time. Stamp collectors would have found more of them by now had the machine been successful and used over a longer period of time. All were apparently used in a short time period, indicating that runs of the equipment probably ceased shortly after they began in September 1854. Most countries that tried rouletting their postage stamps (instead of perforating them) found that the paper was so weakened that the stamps fell apart during routine handling. Perhaps this was the reason the rouletting was discontinued, or perhaps it was equipment related. There are no other letters in the archival documents available to me to indicate that Crowell, or anyone else, followed up trying to sell Dobbin equipment to the U.S.

Census
Waterbury, Connecticut Roulettes
Gauge* 3 (Vertical Sides) and 1 (Horizontal Sides)

Month	Day	Year	Probable Date**	Position	On/Off Cover	Stamp(s)	Cover	Reference Number
Sep	1	Not present	9/1/1854	6R1L	Off	Waterbury, Ct. town postmark. Shows rouletting on all four sides.	NA	W-03-301
Sep	3	Not present	9/3/1854	[worn plate] 18L1L	On	Centered upward. Waterbury, Ct. town postmark. Shows rouletting on all four sides.	Envelope	W-03-501
Sep	xl	Not present	9/11/1854	[worn plate] 90R1L	Off	Centered to right. Possible Hamburg, Ct. town postmark. The town name contains the letters "...mbur..." but the other letters are not visible. Shows rouletting on all four sides.	NA	W-03-302
	[first digit not visible]							
Oct	Unknown	Not present	10/—/1854	[worn plate] Not plated	On	Centered upward. Stamford, Ct. town postmark. Rouletted stamp, matching the description of the Waterbury roulettes, on an entire.	Unknown	W-03-502
Oct	2	Not present	10/2/1854	Not plated [The photocopy is unclear but appears to be a worn plate impression, possibly plate 1L.]	Off	Waterbury, Ct. town postmark. Photocopy is unclear, but appears to show rouletting on all four sides. Centered to upper left. The gauge of the rouletting is measurable on the right side of this item.	NA	W-03-201

* The "gauge" of these items is slightly over 3 on the vertical sides and fairly regular. The gauge appears to be 1 on the top and bottom. Care must be taken with measurements.

** The dates given in this column are not certain. None of these items is year-dated but the year is likely 1854, based on the color shade of the stamps and known period of usage of the printing plates.

Post Office. If the process had far surpassed the English plan, where (other than a handful of copies) is the evidence? I would welcome any assistance.

New York, New York Roulettes

The New York roulettes are another of the private separations that remained unknown to collectors until

recent years. They are not mentioned in Dr. Chase's book. Only a few are known, but their gauge is more uniform and easily noticed than on the Newberns. As we will discuss, their discovery is one of those success stories that shows the value of close cooperation between collectors without which the New York roulettes would likely still be unreported.

What we know:

All reported copies are on 3¢ stamps, canceled with a black "New York" town post-mark. The gauge is about 17, *i.e.*, with small spacing between slits, with the observed range being from 16 to 18. These items are from different plates (2L, 3, and 4).

David Watt was the catalyst that got us looking at these roulettes. In 1996 David had found an off-cover example. He believed it matched an item he had seen in a photocopy¹⁵ of Bob Hegland's collection. David didn't know Bob, so he asked me to be an intermediary. David lived in Kentucky. Bob lived in the D.C. area. I lived in Illinois at the time. When David and Bob sent me their copies, I realized that I too had an example that matched.

Under close examination each of these three appeared to originate from the same rouletting device (Figure 11). Each was from New York City. Each had a July postmark. Two of the three were 1857 usages, the other had no year indicated. Although each stamp was from a different plate, the color shade of each was the same (1856 Brownish Carmine). All three were sent off together to the Philatelic Foundation and received good certificates. Thus through David Watt's initiative and some good fortune, three "discovery copies" in three different collections, located thousands of miles from one another, were reunited after 150 years.

So far, we have found no additional copies. We have found more than half a dozen stamps with New York town postmarks that are close to the discovery copies. They are the same color shade (1856 Brownish Carmine) as the original three, and apparently used in the same



Figure 11. The three "discovery" copies of the New York roulette. The stamp at the right is off-cover, while the other two are on-cover, but photographically cropped. Each appears to have originated from the same rouletting device. Each has a July postmark from New York City. Two of the three are 1857 usages, the other has no year indicated. Although each stamp was from a different plate, the color shade of each is the same.

time period. However, these copies appear to have been torn against a saw blade and are much rougher and less uniform than the discovery copies.

What we can deduce:

There are several pieces of information which we need to relate to one another to understand who might have made these roulettes and when. We don't have much data and we must get it to prove or disprove my current hypotheses:

First, it is possible that some third party manufactured these roulettes other than the users who mailed the letters. Currently there are only two copies known on cover (Figure 12) and they are from different businesses with no connection that I can ascertain. The addresses of these two businesses are known from the corner card of one item and the contents of the other. Each company appears to be in the same block but a few streets apart based on a mid-1850s map on New York City (Figure 13). Interestingly they are just a short distance from the Post Office, as well.

Second, it appears that these roulettes were only in use for a short period of time. If true, there may not be a lot of additional copies to be found. The three "discovery copies" were used to mail letters starting in early July 1857, and it is possible that the stamps were rouletted in either June or July. The Post Office started issuing perforated stamps in the third week of July,¹⁶ and once perforated stamps could be purchased at the Post Office, there would no longer be a need for rouletted stamps.

Third, I considered the possibility that these roulettes could have been made on a machine. While I



Figure 12. The two known on-cover examples of the New York roulette. The top copy is position 29 L3, dated July 6, 1857, with a somewhat indistinct corner card from a produce commission merchant at No. 1, Water St. New York. The bottom cover is position 76 L4, dated July 21, (1857), from Decoppet & Co., Stock & Exchange Brokers, 19 William St., New York.

no longer believe this is true, I will summarize why I considered it possible, so that if new data come along it can be put into context. The primary reason why I considered the possibility was the following letter found in the Post Office archives. It is clear from this letter that the proposed machine had not yet been built, and the

pane being submitted was only an example, not an actual trial. Nonetheless, it is possible that such a machine may have been constructed between May 1856 (when the letter was written) and July 1857 (when the roulettes presumably started showing up). The specimens mentioned in the letter are shown in Figure 14.

New York

May 13/56

To the Hon James Campbell
Post Master General
Washington

Dear Sir

I herewith inclose for your Inspection an improvement the public wants badly, In regards to postage stamps. You will excuse me for giving you the specimens on blank paper as I have no stamps at hand. You will see at once the advantage of my plan; It is to pull them asunder straight & square, instead of cutting them. The samples I have sent was done by the hand; But if you think of introducing it: I can make a Machine that will cut them more regular, & finish them of as fast as the printer can print them

An answer to this at your convenience

Will Much Obleg Your
Obd Servt
William Brown¹⁷

Direct to
William Brown
556 8th Avenue
Betn 38th & 39th Street
New York

I coupled this letter from William Brown with the fact that there exists a 1¢ cover from New York City dated July 16, 1857, which was described in one auction catalogue¹⁸ as a “sewing machine” perforation. I have not examined this cover but Chase, according to his book, apparently did so and believed it was probably genuine. There was in my mind a possibility that this cover was part of the same operation and that the auction describer, given the small regular slits of these roulettes, may have used the term “sewing machine” loosely.

But I doubt if the machine proposed in this letter was ever built. Even if it was, I no longer believe it produced the roulettes we have been discussing in this article. The roulette pattern on these stamps seems a little too irregular to have been machine applied. I believe a simpler device made these items. This could have been a hand-held tool somewhat like the candidates for producing the Newbern roulettes, but with “teeth” on the wheel. Alternatively, the stamps could have been separated against what is called “printer’s rule” or “perforating rule.” “Perforating rule” is a serrated piece of metal (usually brass) with a sharp edge used in the

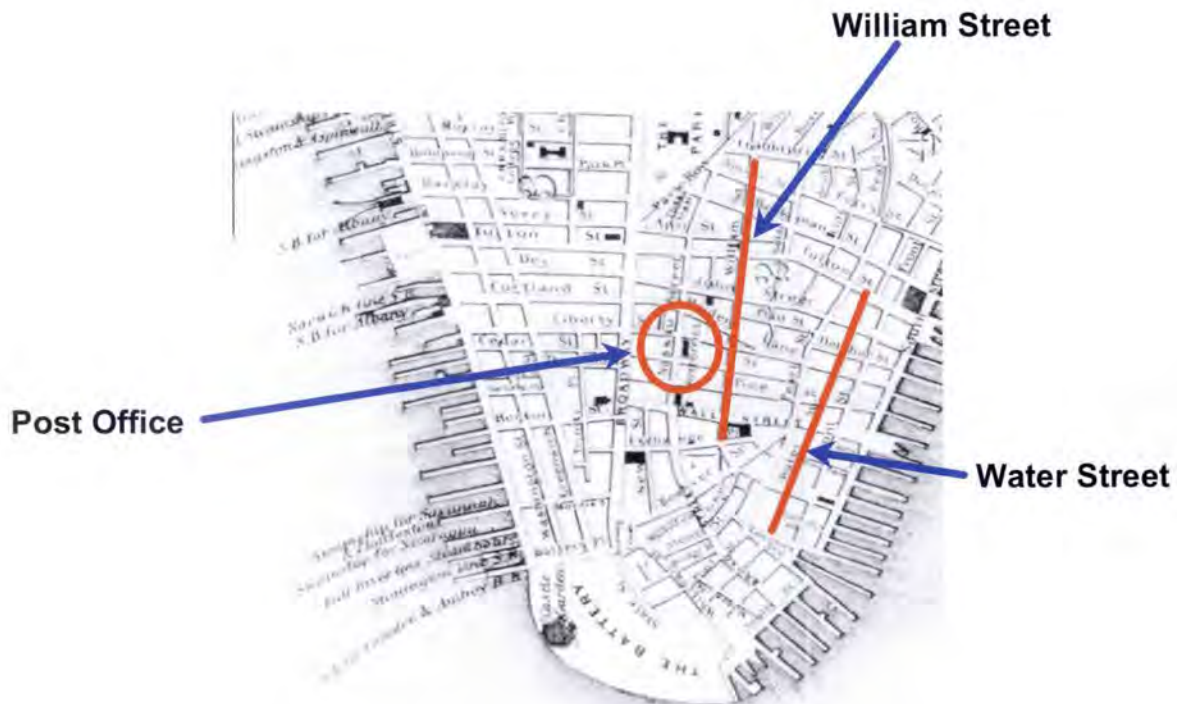


Figure 13. Map of New York City in the mid-1850s, showing William St. and Water St., the locations of two businesses that used New York roulettes in 1857. Located in the center of the map is the Post Office.

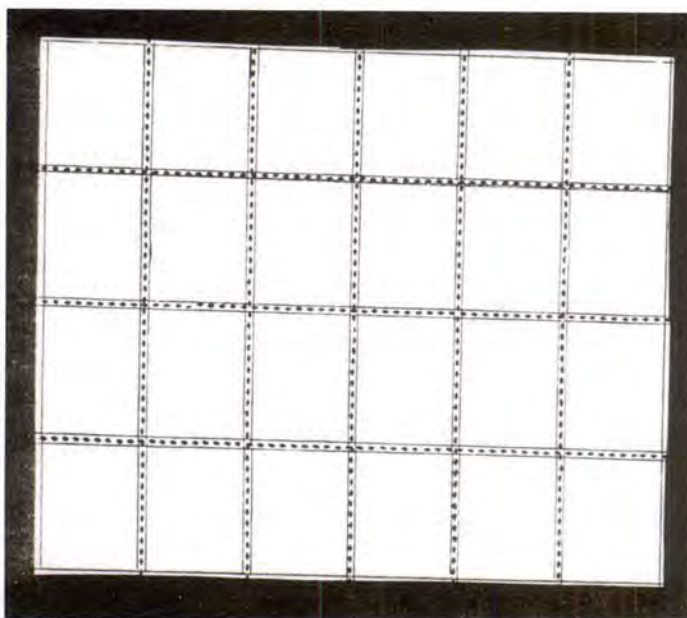


Figure 14. Front and back of the plain paper rouletted sample submitted by William Brown with his letter to the Post Master General in May 1856. Although shown here at a reduced size, each small rectangle has the same dimensions as a regular postage stamp.

printing trade to separate paper. This piece of metal could have been fastened to a table or desktop and the stamps pulled against it, causing them to separate along the sharp edge (Figure 15).

In closing, let me say that I may be wrong about the number of New York roulettes sitting out there waiting to be found. I hope it is greater than I think. If we can develop a sufficient critical mass for study, especially copies on cover, I think we can figure it out. Please let me know if you have some items that can help.

Bergen, New York Sawtooth Separations

With the exception of the Chicago Perfs, these are probably the best known of the private and unofficial separations seen on 1851 U.S. stamps. Like the other items discussed they are scarce, but the Bergen sawtooth separations are more visually appealing, easier to spot, and more in demand.

They have been known since the early 1900s. On page 176 of his book, Dr. Chase tells us that two copies of these sawtooth separations were apparently disposed of through the New England Stamp Company about 1908. These two copies are marked on the back "V.L. White, Mt. Morris, N.Y., first owner" (Figure 16). Mt. Morris is about 40 miles south of Bergen.¹⁹

I have been successful in uncovering the source of these items. Several visits, calls, letters and lots of help from the Historian for Bergen, New York did the trick. As we will discuss, the postmaster in Bergen applied these sawtooth separations.

What we know:

Bergen, New York was a

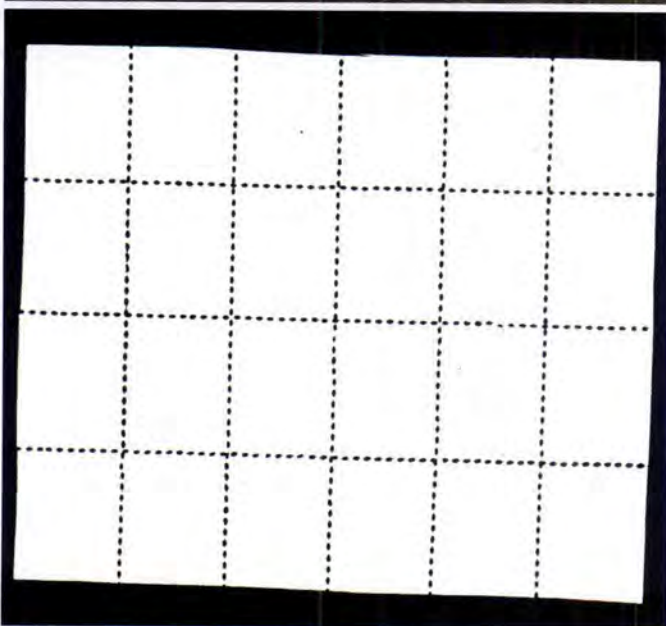


Figure 15. An example of a printer's perforating rule, shown above a New York roulette (reverse side, position 76 R2L). If affixed to a table or desktop and stamps torn against it, the rule would produce a pattern similar to that seen on the New York roulettes.

Census
New York, New York
Gauge* About 16 to 18

Month	Day	Year	Probable Date**	Position	On/Off Cover	Stamp(s)	Cover	Reference Number
Jul	6	1857	7/6/1857	29L3	On	Rouletted on all four sides. More distinct at top and bottom.	Embossed corner card, partially illegible:	NY-Roul-03-501
						Centered to left and upward, showing adjacent stamp at bottom.	Sanderson & ...eridge; Produce Commission Merchants; No. 1; Water ST, NY.	
			[Year-dated cancel]				Addressed: D.W. Howell Esqr. Brainerd P.O. Warren Co.N.J	
Jul	21	1857	7/21/1857	76L4	On	Rouletted on all four sides. Well centered, showing traces of adjacent stamps at top, bottom, and left	Folded letter invoice from: Office of Decoppet & Co. Stock & Exchange Brokers; No. 19 William St. Louis Decoppet, Edward Weston.	NY-Roul-03-502
			[Contents and Docketing]				Addressed: "To The Chamberlain of the City of Albany N.Y."	
							"Pmail" at Lower left.	
Jul	2x	Not visible	7/28/1857	76R2L	Off	Rouletted on all four sides. Centered upward, showing adjacent stamps at right and bottom.	NA	NY-Roul-03-301
		[Second digit not legible]						

* The "gauge" of these items is irregular and can vary depending on where the measurement is taken.

** The dates given in this column are not certain. For those examples that do not contain evidence of the year, it has been estimated based on the color shade of the stamps and the known period of usage of the printing plates.

small town of roughly 1800 people in the 1850s.²⁰ It is located about 40 miles southwest of Rochester, N.Y.

The stamps with these sawtooth separations, with one exception, bear Bergen, NY double circle townmarks. All reported copies are on 3¢ stamps. The sawtooth

separations gauge from 9 to 10, and copies exist with the sawtooth pattern on all four sides. No pairs have been reconstructed. Dr. Chase did not state a definitive opinion on how these items were manufactured but he



*V.L. White
Mr. Morris
First
Owner*

Figure 16. Bergen, New York sawtooth, position 24 L8, on piece dated March 12. This item has a note on the back saying "V.L. White, Mt. Morris NY, First Owner." Dr. Chase tells us that Mr. White found two such items and sold them about 1908.

did say that the sawtooth pattern could be matched exactly by tearing a piece of paper of similar texture against a fine tooth saw. Covers in different handwriting are known to at least four different addressees, over a period of months.

We have apparently seen more copies of this sawtooth than Dr. Chase, as he reported that each of the copies he had seen were dated March and we now have a wider range of dates. Nine copies have now been located.

What we can deduce:

The stamps which have these sawtooth separations were printed in 1856 and 1857. We know this based on the plates used and the color shade of the stamps. The earliest known usages (EKU) for plates 6, 7 and 8 are all between February and April 1856. All the copies seen are either 1856 Brownish Carmine or 1857 Claret.

However, we don't know for sure when the sawtooth

Plate 8 has to be used on March 12, 1857, due to when this plate was put into service. The cover dated April 30 is definitely 1857 based on the 1857 Claret shade of the stamp (Figure 18). The others require a bit of



Figure 17. Bergen, New York sawtooth, position 45 R6, on cover dated December 1. The stamp is the shade 1856 Brownish Carmine. This cover likely was used in 1856, as opposed to 1857. Perforated stamps from the U.S. Post Office were issued regularly starting in mid-1857, negating the need for the sawtooth separations.





Figure 18. Bergen, New York sawtooth, position 91 L7, on cover dated April 30. The stamp is the 1857 Claret shade, which began to be used early April of that year. The sawtooth separations, gauging about 10, show on all four sides.



guesswork, but I have tried to arrange the items using my best estimate. It is possible that one or more of the items listed in the census as 1857 was actually 1856. My arrangement yields a range of dates of items in the census is from September 1856 to May 1857. One of the covers pictured is docketed "1852" (Figure 19), but this cannot be correct based on the plate and color of the stamp. This docketing gives the impression that it was written by someone finding this letter years later and writing the notation at the top of the cover, with ink of a more modern vintage than used in the 1850s.

I traveled to Bergen in 1995 in the hopes of being able to find new information about these unusual items.

After a few false starts, I was fortunate to make contact with Ms. Wanda MacVean, Historian for the Town of Bergen. She was most helpful, and eventually we hit some pay dirt.

I drafted for her a brief summary of what we knew of the Bergen sawtooth separations, and she was kind enough to publish it in the September 1995 edition of the *Town of Bergen Historian Newsletter*. The initial response was limited, very interesting, but not conclusive. One reader remembered hearing her great uncle tell a story about the postmaster using a woman's household tool or gadget to prepare stamps ahead for times when he was very busy. I did not have the opportunity to meet this lady, nor did I have enough information to judge the age of her great uncle or where he first heard the story.

However, Ms. MacVean kept digging. She eventually found a file, written by a previous town historian but now in her possession, with the following entry told by W.J. Davy, Postmaster from 1915 to 1940.

W.J. Davy tells an interesting story. About 1856, a shoemaker was postmaster of Bergen. Sheets of stamps then were not perforated and had to be cut apart with shears. He took the little wheel with a handle that cobblers and dressmakers used to make patterns, placed a stick across a sheet of stamps and drew his tool across, thus providing the first perforated stamp sheets.



Figure 19. Bergen, New York sawtooth, position 82 R6, on cover dated September 7, probably 1856. The docketing, which states this letter was written in 1852, cannot be correct. It gives the impression that someone found this letter, years after it was originally written, and wrote the notation at the top of the envelope with ink of a more modern vintage than used in the 1850s.

Census Bergen, New York Sawtooth Separations Gauge* About 9 to 10

Month	Day	Year	Probable Date**	Position	On/Off Cover	Stamp(s)	Cover	Reference Number
Sep	7	Not present	9/7/1856	82 R6	On	Shows sawtooth on four sides.	Addressed to: Mr. Samuel Gorton; Colon; St. Joseph Co; Mich.	B-03-501***
Dec	01	Not present	12/1/1856	45 R6	On	Shows sawtooth on three sides.	Faint "Mrs. Sam" to left center of cover. Addressed to: Mr. Milton Judd, Esq.; Monterey; Berkshire County; Massachusetts Inscribed: "In great Haste" on left side of cover.	B-03-502
Dec	25	Not present	12/25/1856	71 R6	On	Shows sawtooth on (probably) right side only.	Addressed to: Milton Judd, Esq; Monterey; Berkshire Co.; Mass.	B-03-503

Mar	12	Not present	3/12/1857	24L8	Off [On piece]	Shows sawtooth on three sides. Written on back is "V.L. White, Mt. Morris NY, First owner."	NA	B-03-301
Mar.	24	Not present	3/24/1857	11L7	Off	Shows sawtooth on four sides.	NA	B-03-302
Mar	26	Not present	3/26/1857	Not plated	Off [On piece]	Written on back is "V.L. White, Mt. Morris NY, First owner."	NA	B-03-303
Apr (?)	14	Not present	4/14/1857	Not plated	On	Photocopy is unclear but appears to show sawtooth on bottom only.	Addressed to: Mr. Samuel Gorton; Colon; St. Joseph Co.; Michigan	B-03-504
Apr	30	Not present	4/30/1857	91L7	On	Shows sawtooth of four sides.	Inscribed at lower left: "In haste." Addressed to: Milo Mc Loomis, Esq; Andover, Conn.	B-03-505
May	16 [or 14]	Not present	5/16/1857	Plate 6 or Plate 7	Off	Shows sawtooth on four sides. "Buffalo & ... " railroad cancel. Well centered, very slightly upward.	NA	B-03-304 ****

* The "gauge" of these items is irregular and can vary depending on where the measurement is taken.

** The dates given in this column are not certain. None of the items is year-dated but the stamps were apparently produced in 1856 and 1857, based on the color shade of the stamps and the known period of usage of the printing plates.

*** This docketing on this cover is not contemporary and the year is incorrect. It reads: "From Julia A. Gorton to Samuel Gorton while at Bergen NY 1852."

**** This item appears to match but may not be from Bergen, N.Y. It is listed in Cabeen's article in *Philately*, dated November 25, 1946. The journey by train between Buffalo and Rochester was 6 hours, with the train passing directly through Bergen (Source: *Bergen 175th Anniversary booklet (Town of Bergen, Bergen, N.Y. 1988)*, p. 11).

The postmaster referred to in the above is Horace S. Green. According to Ms. MacVean's records he held the post from September 3, 1853, to June 29, 1857. According to Colton's,²² his compensation in 1856 was \$233.89.

It would have been perfect if this story were recorded as being originally told by Postmaster Green in 1856 rather than Postmaster Davy in 1915 (or later), but the fact that it was the Bergen postmaster relating the history is very significant. It is possible that Mr. Davy may have gotten some of the details wrong, but he got the year right and his story fits all the known evidence. The known copies were from multiple users, over a period of

many months. These users likely bought their stamps at the Post Office in Bergen, where Mr. Green was the Postmaster. It is possible that sometime in the past another stamp collector went to Bergen looking for the source of these stamps and told Mr. Davy some elements of the story. But it seems more likely to me that Davy had his own independent sources for such information, be they oral or written.



Figure 20. Two of the four known covers with sawtooth separations from Kensington, Pennsylvania, a northern suburb of Philadelphia. The gauge is about 10%.

Kensington, Pennsylvania & Philadelphia, Pennsylvania Sawtooth Separations

There is a total of four sawtooth items, two each from these cities that I have grouped together (Figure 20, 21). Dr. Chase did not mention these items in his book. They may be from a common source, but we don't know for sure. Kensington is a northern suburb of Philadelphia, and the items are similar in gauge, character

and approximate time period of use.

These items are a good example of why it pays to study the pictures in auction catalogues. The Philadelphia sawtooth separations have been known for a number of years, as I located one in a Paige auction catalogue dated March 31, 1951 (earlier sales may exist). But, it has only been in recent years that the copies from Kensington were discovered. Keiji Taira found the first Kensington sawtooth photographed, but unrecognized and undescribed, in an auction catalogue in the early 1990s. The catalogue called it a Scott #11,



Figure 21. The two covers from Philadelphia. These too have a gauge of about 10%.

with no mention of the sawtooth separated sides. Roy Weber found a confirming second copy, with an identical corner card, in a dealer's stock a few years later.

What we know:

All of the four reported copies are on 3¢ stamps. The sawtooth separations have a gauge of about 10 ¹/₂.²³ On the copies recorded thus far, the sawtooth

separations show on no more than two sides, with the other sides apparently being scissor separated. This may indicate that the sawtooth pattern was not entirely effective as a means of facilitating separation of the stamps, or may just reflect the small number of known copies.

All four on-cover copies are on business correspondence. The two copies from Kensington are both on identical corner cards, addressed to the same

person. This was a relatively large correspondence that has survived the years. Other identical corner cards addressed to this person, L.A. Hoguet, have been found but the stamps on the envelopes do not have the sawtooth separations. In contrast, the two copies from Philadelphia are from different businesses sent to different addressees.

What we can deduce:

We don't know how these items were made, but they are so similar to the sawtooth separations from other towns that they were probably made with a similar tool, even if the gauge differed. We learned that the Bergen sawtooth separations were probably made with

Census Kensington and Philadelphia, Pennsylvania Sawtooth Separations Gauge* About 10 ½

Month	Day	Year	Probable Date**	Position	On/Off Cover	Stamp(s)	Cover	Reference Number
Mar	5	Not present	3/5/1857	23 L6	On	Shows sawtooth left and bottom; SE at top possibly scissors or mechanically separated on other sides.	Kensington, Pa. town postmark Addressed to: L.A. Hoguet Esqr; Bristol, PA. Corner card; Wm. King; Manufacturer of Burning Fluid, Alcohol & Camphene; Office Franklin Av & Marlborough St.; Factory Marlborough St Ab Duke, Philadelphia.	KP-03-501
Mar	16	Not present	3/16/1857	81 R2L	On	Show sawtooth at bottom; SE on other sides, perhaps scissor cut.	Kensington, Pa. town postmark. Addressed to: L.A. Hoguet Esqr; Bristol, PA. Corner card; Identical to KP-03-501	KP-03-502
May	22	Not present	5/22/1857	69 L6	On	Shows sawtooth at right and left, trimmed at top and bottom, perhaps by scissors.	Philadelphia, Pa. town postmark. Addressed to: Mr. UR(?) Gibson, Roadstown, New Jersey Corner card; Dock, Davis & Steel, Produce Commission and Local Transportation Merchants; 276 Market St. Philad'a.	KP-03-901 ***

Jun	17	1857	6/17/1857	96R2L	On	Shows sawtooth at top and bottom, straight edge on sides. The sides may be scissor cut.	Philadelphia, Pa. town postmark. Addressed to: W.C. Crosby Esq.; Attorney at Law; Bangor, Me. Corner card: Klemm & Brother; Musical Instruments; 705 Market St. Philadelphia. Manuscript "Klemm & Brother" at upper center.	KP-03-503
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* The "gauge" of these items is irregular and can vary depending on where the measurement is taken.

** The years given in this column are not certain. For those examples that do not contain evidence of the year, it has been estimated based on the color shade of the stamps and the known period of usage of the printing plates.

*** This cover did not get a clean bill of health when submitted for an opinion several years ago. I recommend that this item be resubmitted to an expert committee in light of items now known.

a "little wheel with a handle that cobblers and dressmakers used to make patterns" and such could be the case here. On the other hand, Chase said that the sawtooth pattern could be matched exactly by tearing a piece of paper of similar texture against a fine tooth saw. To do this on a practical basis, the saw blade would probably be fixed to a tabletop and the sheets of stamps torn again the blade along the edge to be separated. Whatever the technique, it was probably simple and straightforward as other towns figured it out.

We don't know for sure when these sawtooth separations were applied, but it was either in 1856 or 1857. All of the known copies are the shade known as 1856 Brownish Carmine, which was used to print stamps from early 1856 until about April 1857. However, the stamps may not have been used immediately, and the sawtooth separations could have been applied at any time prior to the letter being mailed. The only cover in the group for which the date of use can be definitely established is just such an example. It is one of the covers from Philadelphia, with an 1856 brownish carmine shade stamp, and with an enclosure establishing the date of mailing as June 17, 1857. For now, I have placed all the covers chronologically into 1857, but some could be 1856 usages.

We also cannot be sure that these four sawtooth separations were from a common source. There is no question about the two Kensington covers, but the real question is "are the ones from Kensington from the

same source as those from Philadelphia?" There is a chance that they are, for several reasons. First, is geographic proximity, with Kensington being a suburb of Philadelphia. Second, the gauge is about 10½ on all items. The character of the cuts is similar but the angle of the cut is not an exact match on each of the stamps. If these were made with a hand held device or with a saw blade, this could be due to the angle of contact between the stamp and device. Third, they were apparently used within a four-month time frame.

Finally, we don't know who made them. In this regard the information is contradictory. The Kensington's are from the same writer (King) addressed to the same addressee (Hoguet) and they would otherwise be candidates. However, the two Philadelphia sawtooth separations are from different writers to different addressees. If these are all from a common source, it might argue that that source was some third party who would provide the stamps to all the parties involved. This third party could be an individual or even a local post office. Arguing against it being the post office is the fact that Philadelphia was a very large city and this sawtooth separation technique, regardless of how it worked, would probably not be efficient enough for its needs.

There is a lot more progress that can be made on these items but they are relatively recent discoveries, and it will be fun looking for them.



Figure 22. The two known copies of sawtooth separated stamps from Richmond, Virginia. The gauge of these two items is different and they were not made on the same device. The top cover is position 59 L 5L dated April 24, 1857. Its gauge is about 9. The bottom cover is position 7R4, dated June 18 (or 17), 1857, and gauges about 10%.

Richmond, Virginia Sawtooth Separations

There are two items known from Richmond, Virginia with sawtooth separations (Figure 22). Both go back a long time, but little is known about their origin. The top cover goes back at least to 1939.²⁴ Chase knew about

the bottom cover in 1928 where he stated in his book "there is no doubt as to its authenticity."

What we know:

Both covers have 3¢ stamps. The sawtooth pattern shows on all four sides.

Each cover has a Richmond, Virginia 1857 year-dated

Census
Richmond, Virginia Sawtooth Separations
Gauge* About 9, 10½

MonthDay	Year	Probable Date**	Position	On/Off Cover	Stamp(s)	Cover	Reference Number
Apr 24	1857	4/24/1857	59 L5L	On	Gauge 9, irregular. Shows sawtooth on four sides. Two teeth at top left higher than others.	Addressed to: Mr. J. Mills, Pattonsburg, Botctourt, VA. Corner card: Smith, Rhodes & Co.; Importers of Hardware, Cutlery, Guns, Saddlery, & C.; 22 Pearl St., Richmond, VA.	R-03-501
Jun 13	1857	6/18/1857	7 R4	On	Gauge 10½. Shows sawtooth on four sides. Shows top sheet margin.	Addressed to: E.I.H. McCampbell, Lexington, Va. Docketed:Dove & Co; June 17, 1857; Dove & Co.; Jas R. Landers. Answered June 25th 1857.	R-03-502

* Each of these two examples has a different gauge. Within a given item the gauge can vary depending on where the measurement is taken.

** The dates given in this column based on year-dated cancels. Both are 1857, consistent with the color shade and plates used to produce the stamps.

cancel. The stamps are the color shade known as 1857 Claret, which is consistent with the 1857 cancel. The top cover is dated April 24, 1857. The other is dated either June 18 or June 17, 1857. The day is unclear but appears under magnification to be "18." The docketing on the letter indicates "17," which is how Chase listed it in his book.

Both covers are on business correspondence, and are from different companies to different addressees. The April cover is from Smith, Rhodes, and Co. to Mr. Mills, and the June cover from Dove & Co. to Mr. McCampbell. 3¢ covers from the Dove & Co correspondence and the McCampbell correspondence are each relatively plentiful, yet no other copies of the sawtooth separation have been recorded.

What we can deduce:

The gauge of the sawtooth separations on the stamps on these two covers is different. This indicates that the two items did not originate from the same device. The stamp on the April cover has a very irregular gauge of about 9, while that on the June cover is much more regular, about 10 ½. However, it is possible that the device was replaced over time with one of similar but not necessarily identical gauge. The sawtooth separations were apparently made by a method similar to that discussed for the Bergen and Kensington/Philadelphia items.

We also don't know who made them. There are two different correspondents writing to two different addressees. As we saw in other situations before, this might argue that the source of these sawtooth separations was some third party who would provide

the easy-to-separate stamps to the parties involved. Perhaps this source was the local post office; perhaps someone else.

Given that these two examples were first found many years ago and given that the sawtooth patterns are "obvious" to the casual observer, the likelihood is that not many others exist.

Acknowledgments

There are many individuals who have contributed to this perforation study, as the effort has been ongoing now for a number of years. However inadequate my words, I attempted to highlight their contributions when the first part of this study was published in 1997.

Again, I thank each of you who have been involved for both your time and generosity. For this article in particular, I would like to especially thank Dick Celler, who has tirelessly plated virtually every item discussed. Dick is an incredible plater, and, in addition, he has been a sounding board for many aspects of getting this draft to the publisher.

Finally, I thank those who have loaned items pictured in this article, donated their time and read the early drafts: Tom Alexander, Bill Amonette, Bill Edgerly, Gary Granzow, Bob Hegland, Richard Johnson, Ken Lawrence, Rob Lund, Charles Souder, David Watt and Roy Weber.

Endnotes

¹ The first article focused exclusively on a well-known unofficial variety. See Wilson Hulme, "The Chicago Perforations," *The Chronicle of the U.S. Classic Postal Issues*, Vol. 49, No. 2 (Whole No. 174) (May 1997), pp. 95-120, and Vol. 49, No. 3 (Whole No. 175) (August 1997), pp. 157-96.

² For a picture and discussion of the "Treasury" roulettes see Robson Lowe, *The British Postage Stamp of the Nineteenth Century* (London, England: National Postal Museum, 1979), p. 148.

³ Herman Toasperm, "The Mounting of a Collection of Three Cent, 1851," *Collectors Club Philatelist*, Vol. 1, No. 4 (October 1922), pp. 129-37; Vol. 2, No. 1 (Jan. 1923), pp. 6-9, and No. 2 (April 1923), pp. 43-49.

⁴ Carroll Chase, *The 3c Stamp of the United States 1851-1857 Issue* (Hammondsport, New York: J.O. Moore, Inc., 1929), p. 177.

⁵ These early efforts began in the 1850s. Throughout all sections of this article, when I refer to 3¢ stamps, I am referring to the 3¢ stamp of 1851, Scott #11. Scott #10's were not printed after 1851, and there were no known attempts to speed perforation this early.

⁶ H.P. Atherton may have been the discoverer, but

this is not certain.

⁷ "Gauge" means the number of slits in a length of two centimeters. We often observe that on rouletted items that these slits are not the same length, and thus irregularly spaced, within the two centimeters being measured. Care must therefore be taken as the gauge can vary depending on where measured.

⁸ A gauge of 5 would have five bridges every 20 millimeters, i.e., 4 millimeters apart. A gauge of 7 is about 3 millimeters apart.

⁹ Michael Laurence, "Rouletting on 1851 stamp from Waterbury," Editor's Choice, *Linn's*, May 4, 1998.

¹⁰ Richard McP. Cabeen, "Private Perforations," *Philately*, November 25, 1946.

¹¹ Chase, p. 177.

¹² The core of these documents are significant letters relating to postage stamp production compiled, but never published, by A.M. Travers in the early 1900s. Their publication is an ongoing joint effort with Thomas J. Alexander, George W. Brett and myself.

¹³ Richard Kellogg Swift and Elijah Hadley, who eventually produced the Chicago Perforations, were amongst those so interested.

¹⁴ City of Waterbury, Connecticut website, <http://www.cityofwaterbury.com>. When incorporated in 1853 Waterbury's population was 5,137.

¹⁵ The U.S. Philatelic Classics Society sells photocopies of many excellent exhibits on a wide variety of subjects, essentially at cost. They are a tremendous reference for collectors and strongly recommended.

¹⁶ New York City received limited shipments of officially perforated stamps originating from Toppan, Carpenter during the period of February through mid-June 1857. However stamps did not begin to be perforated on a large-scale basis until June 10, 1857, the effective date of Toppan, Carpenter's "second" contract. It took several weeks for these perforated stamps to make their way from Toppan, Carpenter's factory to the post offices. The earliest date recorded for a "second" contract perforated stamp from New York City is July 20, 1857.

¹⁷ It is unknown if there is any relationship of the person writing this letter and William P. Brown, a well-known early stamp dealer residing in New York City. I have not yet established stamp dealer Brown's address in 1856, but he did not begin his days in stamp dealing for a number of years after this date. Admittedly William Brown is a relatively common name hence the relationship is unlikely.

¹⁸ Robert A. Siegel *Sale #373* (New York, New York: Robert A. Siegel, Inc., December 9, 1969).

¹⁹ Attempts on my part to track down additional

information on the find by locating Mr. White's family have thus far been unsuccessful.

²⁰Wanda MacVean, private correspondence with the author, August 1995. This information came from the records of the Historian for the Town of Bergen. The population was 1,800 in 1855 and 2,008 in 1860. These figures include the Town of Bergen and the Village of Bergen.

²¹Starting in July 1857 the Post Office was issuing only perforated stamps.

²²J.H. Colton, *Colton's United States Post Office Directory 1856*, reprint ed. (Muskegon, Michigan: Theron Wierenga, 1985), p. 113.

²³An additional sawtooth stamp from Philadelphia has been found but not included in the totals. It is off-cover and its gauge is approximately 8, not 10½ like the others. It is from Plate 4, and is dated "May," probably 1856 based on its color shade. It may be genuine but more investigation is needed.

²⁴Harmer Rooke & Co., Ltd., *Catalogue of the Stephen D. Brown Collection of United States Stamps and Covers* (London, England: Harmer, Rooke & Co., Ltd, 1939), lot 434.

Part IV.

6¢ Essay: Impact of the Stamp that Never Was

by Robert R. Hegland

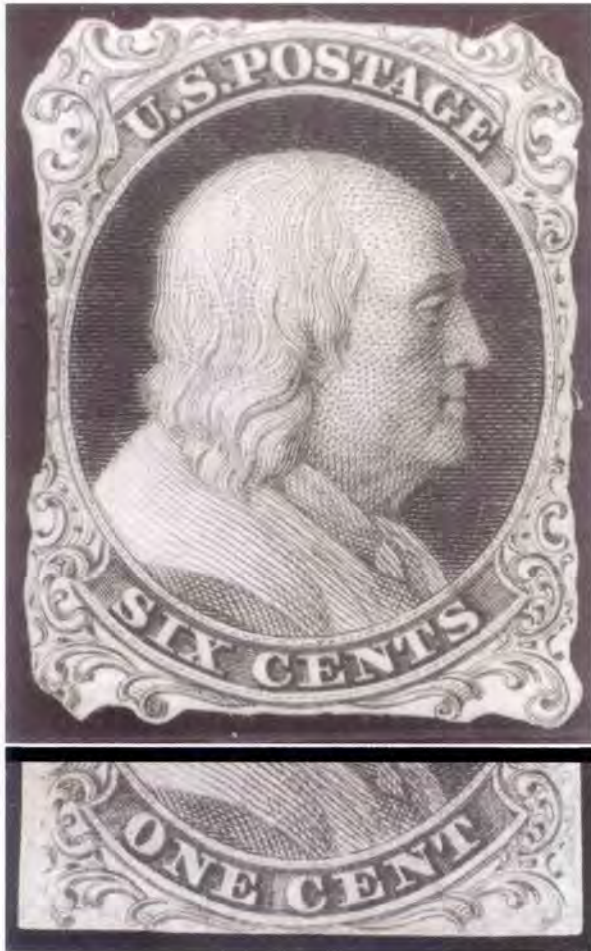


Figure 1. The 6¢ essay and the bottom portion of the 1¢ stamp show the similarities and slight differences in the design.

Introduction

The essay for a 6¢ stamp (shown in Figure 1 above) had a major effect on the students of both the 1¢ and the 3¢ issues of 1851 even though no 6¢ stamp was ever issued. This article will discuss the reasons why this 6¢ essay impacts collectors of both of these 1851 issues.

History of the 6¢ Essay

The March 8, 1851, letter from the Postmaster General (PMG) invited five firms and one individual "... to present ... an engraved design for a three cent

stamp . . ." No mention of other denominations was made. The April 22, 1851, letter from the PMG to two of these firms (establishments) which submitted designs "...so nearly equal in merit..." asked them for pricing "...if the business be divided so as to give the furnishing of the three cents stamps to one establishment and the two denominations of one and six or, one and twelve, to another." This is the first mention of a 6¢ stamp. This is also the first mention of the need for a 1¢ stamp. Toppan, Carpenter, Casilear & Co. (TCC&C) replied to the PMG on April 23, 1851, giving prices and stating "... that if out of the four heads presented by us, there is any one which is not in every respect satisfactory to you, we pledge ourselves to reengrave it entirely . . ." The letter concludes with a very significant paragraph: "If you should desire to change the denominations on any of the Stamps presented by us it can be done."¹

The 6¢ essay may well have been one of the "four heads" presented. (It is not clear what designs were submitted or whether there were, for example, 2 different essays for a 3¢ stamp in addition to essays for 2 other values—one possibly being the 6¢ and one the 12¢.) Apparently the PMG decided that the design of the 6¢ essay was excellent but that the 6¢ value was not needed as a stamp. He wanted a 1¢ stamp but evidently didn't like the original TCC&C design for the 1¢, if one were submitted, so we assume that the PMG requested that the 6¢ essay be converted to the 1¢ value as offered by the concluding paragraph of the April 23 TCC&C letter. (Interestingly, the Contract dated June 10, 1851, makes no mention of the specific denominations of the stamps that were to be printed.²)

An announcement in a Philadelphia newspaper of April 28, 1851, reporting news from Washington, makes no mention of a 6¢ stamp:³

Washington, April 26, 1851...

Messrs. Toppan, Carpenter, Casilear & Co. of your city are the accepted bidders for the manufacture of the postage stamps, under the new law, which goes into operation on the 1st of next July. The new twelve cent stamp is similar to the present ten cent stamp, with the full face of Washington.

The three cent stamp represents the bust of Washington as it would appear on a medal.

The one cent stamp is a finely executed bust of Franklin, in profile. These will be found convenient to pay postage on newspapers, and may also be used in making small change. It is supposed that fifty millions of stamps will be annually required.

History of the Times

To understand some of the questions related to this issue it is necessary to consider the history of the period. The postage rates had been reduced in 1847 and were reduced again in 1851. Prior to those reductions usually only businesses could afford to pay postage on letters. There was relatively little "personal" correspondence.

Because of the gold rush in the late 1840s and early 1850s, many families were split up as a result of the males going to the West to look for gold and leaving their spouses and children in the East. This resulted in considerable letter-writing between family members.

As of July 1, 1851, the rate for a letter of under ½ oz. for over 3,000 miles was 6¢ if prepaid, 10¢ if not prepaid. (As of April 1, 1855, that rate for a letter under ½ oz. was 10¢ with prepayment required.) These rates applied to letters between California and the East coast.

Also on July 1, 1851, the 1¢ rate applied to drop letters and unsealed circulars of 1 oz. or less up to 500 miles. On September 30, 1852, the 1¢ rate applied to drop letters and to unsealed circulars of up to 3 oz. to any location in the U.S. if prepaid.

Many letters between the East coast and California were prepaid even though 6¢ would buy about ½ pound of beef. If the letter were not prepaid the recipient would have to pay a 10¢ fee. That 10¢ would buy a pound of turkey. (Prices in California were higher but these numbers are based on prices in general.)⁵

Design of the 1¢ Stamp

The photograph of the 6¢ essay and that of the bottom portion of the issued 1¢ stamp clearly show that the design of the 1¢ stamp was based on the 6¢ essay. However, the dashes in the curved white areas above and below the label "SIX CENTS" of the 6¢ essay are distinct, whereas the dashes of the issued 1¢ stamp have become indistinct above the label and are virtually missing below. The label of "SIX CENTS" was modified to read "ONE CENT" and this process removed or weakened the dashes that were clear on the 6¢ essay.

Plating the 3¢

When the plates were made to print the 3¢ stamps (Scott Type I, Nos. 10 and 11), every position was recut making each position unique. There was a total of 2,600 positions on these plates (including those plates used after 1855). Since this recutting showed on the printed stamps, the characteristics visible on every stamp printed from the same position on the plate are identical. The stamps printed from one position on the plate have slightly different characteristics than stamps printed from all other positions. To determine the characteristics of a stamp printed next to a stamp from a known position (such as a corner or a imprint), it was necessary to find overlapping pairs or other multiples that included the stamp from the known position. A huge task. Dr. Carroll Chase spent many years of his life in "reconstructing" the plates by identifying the unique characteristics of all of the 2,600 positions by piecing together pairs and multiples. Because his work was recorded by photographs now available at the Smithsonian, we can identify the exact position (plate, pane, column, and row) from which a particular stamp was printed. The plates used for the early printings (Scott No. 10) were only used for about 6 months (about July-December 1851) for the printing of only a relatively few sheets of stamps.⁶

If there had been a 6¢ stamp, many people and post offices would have found it more convenient to use that single 6¢ stamp rather than using two of the 3¢ stamps (for example, to pay the letter rate between the East coast and California). There would, therefore, have been considerably fewer pairs and multiples of the 3¢ stamp for Dr. Chase to use in reconstructing the plates used to print the 3¢ stamp. Some of those plates (particularly those used in the first 6 months after the 3¢ stamp was authorized for use on July 1, 1851) took a great deal of time to reconstruct since there were few pairs—even without a 6¢ stamp being available. If the 6¢ essay had become a stamp, I doubt that the early 3¢ plates could ever have been reconstructed.

Conclusion

Students of the 1¢ stamp were impacted by the 6¢ essay since the design of the 1¢ stamp was obviously based on the design of the 6¢ essay as shown by Figure 1.

Students of the 3¢ stamp were impacted because, since no 6¢ stamp was issued, pairs and multiples of the 3¢ stamp were used to pay postage. Their existence allowed the reconstruction of the 3¢ plates.

Our studies of the early U.S. stamps must consider not only the wonderful information included in the Travers papers but also the economics and history of the times. Some collectors don't take these factors into consideration. We are custodians of historical artifacts and will, I hope, consider the history as well as the artifacts themselves.

Acknowledgments

My thanks to the students who provided comments and suggestions on this article, particularly Dick Celler and Wilson Hulme.

Endnotes

¹ Extracts from the Travers papers. (Travers was the chief clerk in the office of the Third Assistant PMG from 1903 to 1911 and made records that have survived of

many of the original documents concerning postage stamps.)

²Text printed in Clarence W. Brazer, "1851 Essays and Proofs," *National Philatelic Museum [Bulletin]*, Vol. III, No. 3 (1851-1857 U.S. Issues) [July 1951], pp. 435-36.

³Philadelphia *Public Ledger*, April 28, 1851, p. 3.

⁴Gene Reed, "Toppan, Carpenter 1851-1861: A Different View," *Collectors Club Philatelist*, Vol. 72, No. 6 (Nov-Dec 1993), p. 372.

⁵Marian S. Carson, "United States 100 Years Ago An Historical Resumé," *National Philatelic Museum [Bulletin]*, (U.S. Perforation Centennial 1857-1957) [July 1957], p. 196.

⁶Carroll Chase, *The 3c Stamp of the United States 1851-1857 Issue* (Springfield, MA: Tatham Stamp & Coin Co. (Chicopee Falls, MA: Printed and bound by Rich Lithographing Co.), 1942).

Part VA.

The 1851 12¢ Imperforate (Scott U.S. #17): Plating Update and Additional New Findings

by James A. Allen

Introduction

The author began collecting the 12¢ 1851 imperforate stamp with the purchase of his first copy in 1989. The fascinating engraving detail eventually enticed the author to attempt plating the stamp. Over time this interest grew, partly because the author discovered some errors in classic references, and partly due to the plating's relevance to other recorded facts concerning the 1851-1857 12¢ stamp issue. Eventually the author was to recognize the need to re-prove the plating for 1851 Plate One stamps. This is the story of that journey.

Along the way a number of new discoveries have been made. Most notably, the author has confirmed that the 1851 12¢ stamp plate was made using a two-relief transfer roll, contrary to previous documentation and prevailing opinion. This article presents historical background that puts the plating research into perspective, logical questions and arguments for undertaking the work, the history of the plating efforts by classic philatelists of another time, barriers to plating the 12¢ 1851 and selected new observations. Finally, new questions are posed concerning the 1851-1857 12¢ stamps that will make these 150 year old stamps an interesting challenge for some time to come.

Historical Perspectives—Facts and Assertions Concerning the 1851-1857 Stamps—The State of Knowledge

It is known that during the 1851-1861 period three printing plates for 12¢ stamps were made by Toppan, Carpenter, Casilear & Co. It has been believed for more than 75 years that all the current Scott U.S. #17 and #36 stamps came from Plate One, all the current Scott U. S. #36b stamps came from Plate Three and no stamps were printed from Plate Two. Plate One is identified "circularly" as the first and only plate to produce the 12¢ imperforate stamps. I say "circularly" because all imperforate 12¢ stamps are said to be the product of Plate One, thereby determining Plate One characteristics, which in turn are used to confirm the imperforate stamps as coming from Plate One. This circular reasoning inherently assumes that no imperforate Plate Two stamps

or proofs are in existence, a fact often stated, but yet to be conclusively proven as true or false. It was the inability to identify a Plate Two stamp or proof (if they ever existed) that provided much of the impetus for the author's continuing interest in the 12¢ stamp, starting with Plate One investigations.

No imprint plate number "1" has been documented (nor, obviously, has any imprint number "2"). An imprint copy is known from Plate One that shows there was no plate number alongside the imprint on this plate.¹ However, there are recorded examples of the number "3" next to the Plate Three imprint.

The standard reference for plating Plate One stamps is Mortimer L. Neinken's handbook *The 1851-57 Twelve Cent Stamp*, published by The Collectors Club in 1964 (hereafter referred to as "*Neinken*"), and more will be said on this later. Both Plate One and Plate Three are composed of a left and a right pane, 100 stamp images (10 rows x 10 columns) in each pane, with a vertical center dividing line. *Neinken* contains 200 individual plating diagrams that identify the Plate One stamps, that were issued both imperforate (Scott #17) and perforated (Scott #36). These diagrams illustrate the individually recut frame lines and inner lines on each position, in addition to showing guide dot locations and shapes and various plating marks. It is largely the presence of these recut lines which makes each position on the plate different from every other. Although Plate Three has been studied from time to time, there is little recorded knowledge concerning Plate Three, and there is definitely no standard plating reference. What is known generally is that Plate Three stamps are identified by: characteristic broken or absent frame lines, especially at the corners; poorer, blurred printing appearance of the stamp in general; very fine, characteristic guide dots located near the lower right corners of most of the stamps; wider horizontal spacing than on Plate One; the perforations, of course (except for a few imperforate "impressions" supplied to the Post Office Department for color decisions); some double frame lines and a few other plating characteristics known to specialists.

While a lot of keen reasoning concerning the 12¢ has been done by great minds over the years, there are still many questions awaiting answers. For example, it has not been well established how the 1851-1857 12¢

plates were actually produced, *e.g.*, by a multiple-relief transfer roll or a single-relief roll, and whether the plates may have been re-entered later. The author has been asked from time to time: "What ever happened to Plate Two?" and, "If a Plate Two stamp ever existed, how would anyone recognize it?" Because there have been so few students of the 1851-1857 12¢ stamp, the simple answer to both questions appears to be that nobody really knows! A somewhat simplistic sounding (albeit thoughtful) answer to the second question would be that if the stamp doesn't plate to either Plate One or Plate Three (or has other defining characteristics distinguishing itself from those two plates), then it must be a Plate Two! The answer to most of such identification questions obviously relies upon unequivocal plating knowledge of Plate One. However, as the author's research progressed, it became apparent that the quality of Plate One plating knowledge was insufficient to allow one to absolutely and readily identify Plate Two stamps (if they ever existed) by the process of elimination from Plate One and Plate Three.

History of the Plating of the 1851-1857 12¢ Stamp—How Did We Get to This Point?

It is important to review the history of how the current state of knowledge came to be. The initial serious effort to plate the 1851-1857 12¢ stamp was undertaken by Lt. Col. J.K. Tracy (U. S. Marine Corps) around 1920, at the suggestion of Elliott Perry.² Stanley Ashbrook stated that he had worked with Tracy in the early 1920s,³ and in 1923 he received all of Tracy's stamps and notes, at which time he did a complete review over several months, double checking Tracy's reconstruction and making corrections as necessary. There is no indication of the quantity of stamp material Ashbrook actually had available to him when reviewing Tracy's plating work. Up to this point Tracy had examined over 4,000 copies of the 12¢ stamp (both imperforates and perforates) and was satisfied that all imperforates had come from Plate One, and that Plate Two material was non-existent. In fact, it was only later that government documentation revealed by Philip H. Ward⁴ confirmed that Luff's hypothesis⁵ had been correct concerning the absolute production of *three* 12¢ plates (even though only two were known at the time), with the documentation indicating the probable creation of Plate Two sometime in 1857.

Tracy and Ashbrook published their initial findings in 1926,⁶ which included only plating highlights along with current knowledge of plates, cancels and commentary. At that point in time Ashbrook stated that

the *reconstruction of Plate One had been completed.*⁷ He acknowledged that Plate Two material might exist, but added that it must be very rare if it did exist.

In 1960, Perry recalled⁸ that in the early 1920s he had visited with Tracy, who had shown him his plating results. Perry recalled that the "*reconstruction of Plates 1 and 3 was complete or very nearly so*". Perry gives no indication he actually studied what Tracy showed him. The Tracy plating work consisting of drawings and notes was later obtained by Paul MacGuffin, a Libertyville, Illinois lawyer, after Tracy had died (ca. 1931). Mr. MacGuffin was unsuccessful in getting Elliott Perry and associates to transcribe the plating marks for publication purposes. (He wanted it done for free). Unsuccessful with his attempts to have Perry publish the work, MacGuffin turned to Stanley Ashbrook for help with the potential publication of the 12¢ plating notes. In 1951 Ashbrook recalled that it was in the fall of 1934 when MacGuffin turned over his own 12¢ stamp collection, along with the voluminous plating notes and drawings by Tracy, to Ashbrook.⁸ Publication did not occur, because Ashbrook felt the plating mats could not be reproduced satisfactorily with the technology available. While the Tracy "reconstruction" was referred to by Ashbrook, it is unclear just how much actual stamp material from the Tracy reconstruction, if any, was in fact present. After the MacGuffin visit in 1934, Ashbrook said again that he had checked and double-checked the plating, "*corrected numerous errors, and then made a detailed record of each position on the first plate.*"⁹ Ashbrook recalls that he believed he had the only accurate record of the plating, a *composite record* of the various plating positions.¹⁰ It is not known if the reconstruction that Ashbrook referred to confirmed every position with overlapping multiples, or whether it consisted of plated examples of all positions previously defined by Tracy with only some overlaps, or perhaps only drawings for some positions.

Ashbrook states that Philip Ward, Jr. had made reference to Edward Hirzel (sometimes spelled Hirstel) of Portland, Oregon, who had acquired the "reconstructed plate" of the 1851 12¢ imperforate from the late Paul MacGuffin.¹¹ It is not known if this was a reconstruction of 200 plated examples, or a reconstruction confirming all positions with overlapping multiples, or some combination thereof. The author has been unable to conclusively determine if this material is still in existence today in some collection or whether it has been long since dispersed.

On February 11, 1966, Hirzel, who was initially of Swiss origin (Berne), donated what was thought by philatelists at the time to be his entire collection of foreign

and United States material to the Swiss PTT Museum in Berne. The collection contains many well-known rarities, particularly of the U.S. 1847 issue, in the section entitled "Old U.S." The existing collection currently displayed in Berne, Switzerland contains 10 pages of 1851 12¢ stamps and covers, and 6 pages of various 1857-1861 stamps and covers, including the famous unused block of 42 of Scott U.S. #36b (12¢ Plate Three), but not any plating reconstruction referred to by Philip Ward. On these exhibit pages are 16 singles, 6 pairs, 3 strips of 3, 3 strips of 4 and 1 block of six, both on and off cover. These stamps appear to have been selected for centering, cancels and general appearance. Given their value to any plating effort, these stamps may very well have been part of the original reconstruction in question, but no plating information is shown for any of these items. Moreover, there is other evidence that no plating reconstruction was ever donated to the museum. Thus, the nature and disposition of the reconstruction will likely never be known.¹²

Returning to our historical narrative, at the point in time when Hirzel reportedly obtained the reconstruction, it appears the majority of the stamps which had served as the initial basis for the plate reconstruction were no longer available. Mortimer Neinken acquired Ashbrook's documented plating information for the 12¢ stamp after Ashbrook's death in 1958. He notes in his monograph that "Ashbrook had drawings for most of the positions," and that he, Neinken, has been fortunate enough to reconstruct all of "the missing positions, thus finishing the reconstruction that Ashbrook was unable to finish."¹³ After Neinken's 1964 handbook was published, nothing would be written about the plating of the 12¢ Plate 1 during the ensuing 40 years.

It is curious that the plating was stated as "completed" several times over a course of years. There is reason to conclude that over the 40-plus years between 1920 and 1964, several students were not satisfied with at least some of the plating positions. Moreover, in attempting to verify the 200 plating positions of *Neinken*, I too have found a number of errors, and am suggesting numerous improvements to the original plating diagrams of Tracy, Ashbrook and Neinken.

Decision to Re-Prove the Plating in the Neinken Handbook

Plating knowledge is highly specific and precise in nature. Unfortunately, photographic records do not exist for the plating material that was the basis of the original

plating of the 1851 Plate One 12¢ stamp. This plating knowledge was captured on paper by highly observant people, as was common for all plating knowledge at that time. However, this particular knowledge was gathered or improved upon somewhat sporadically over a period of over forty years, and was based on a series of transfers of notes and drawings, often without much—if not most—of the actual stamp material. History now tells us that, for the most part, all these plating drawings which evolved into those published in *Neinken* were fairly accurate, as one would expect from some of the world's foremost philatelists of the time. This plating work on the 12¢ stamp is in contrast to the contact prints made of the 3¢ 1851 by Chase and the availability of several whole panes of stamps of the 3¢ and 1¢ stamps that served as those stamps' standard references. Additionally, earlier in the twentieth century there were only a very few people involved in the work on the 12¢ stamp, compared to the many who studied the 1851 1¢ and 3¢ stamps. Those last two stamps enjoyed a great deal of study, input and challenge from many of the best students of the era, just as they do today. Like all knowledge, it is fragile and subject to change over time, especially with limited guardianship and continued validation. Nevertheless, the captured knowledge in the plating diagrams presented in *Neinken* is the primary reference, and without those diagrams progress would have been difficult.

What follows are some general findings by the author based on his attempts to verify the reconstruction of the plating of the 1851 12¢ imperforate stamp from Plate One. There are some new facts, summaries of observations and definitely some questions posed by some new observations. It is hoped that others will see the challenge in this stamp and take on some of the questions it poses. Any hypotheses and conclusions that have now been drawn are definitely not final, but are always subject to revision based on new information for which the author is forever grateful if it sheds light on what actually happened during the production of this stamp.

Barriers to Plating the 12¢ Imperforate or "Some Things I Wish I Had Known Before I Started!"

The difficulties of confirming the plating of any stamp issue takes on all forms, and the 12¢ 1851 imperforate is no exception. Not much has ever been written about this. The major difficulties encountered are:



Figures 1-3. The largest (pos. 26-76R1), second largest (pos. 28-68L1) and third largest (pos. 51-91L1) recorded vertical multiples of the 1851 12¢ stamp.

1. The stamp is printed in black, and the majority of cancels were in black and often heavy. Thus, it can be difficult to tell apart that which is a cancel, and that which is a constant plating mark on the stamp.

2. Many of the recuts are carefully done and difficult to distinguish from lines that were not recut. In addition, many recuts are lightly drawn.

3. The paper, ink and impression result in fairly large variations in appearance of critical recuts, necessitating numerous copies to distinguish recut lines from merely heavy printing. The oftentimes smudgy nature of the ink on later printings gives rise to surprisingly large differences in the appearance of guide dots that are a key factor in distinguishing a plating position

unequivocally.

4. Frank Levi, Jr., a student of the 1851-1857 series, previously pointed out the scarcity of vertical multiples.¹⁴ The lack of the availability of vertical multiples as tie pieces often hinders absolute validation of any plate reconstruction. The author's own work indicates vertical multiples are at least *ten times scarcer* than horizontal multiples.

5. Reconstructing the plate is hampered because horizontal pairs (pairs being the most used multiple paying the 24¢ US to Great Britain rate) are heavily biased toward stamp column sequences of "odd:even." This quirky but annoying fact would be consistent with stamps cut from a horizontal coil, with the overwhelming use being for pairs cut from the coil beginning with column "one" (because any subsequent single uses which are relatively very scarce would have tended to moderate the odd:even bias fairly quickly). Hence, certain positions can be really troublesome to tie in. In my own collection, try as I might to "smooth" all these differences, the odd:even ratio is 6:1 for the right pane and 4:1 for the left pane. The author does not attach any philatelic significance to these ratio differences between the panes.

6. After about two years of plating efforts, the author observed that right pane stamps appeared to outnumber left pane stamps by almost 2:1. However, after eight more years of collecting, the author was not sure whether in fact there were significantly more right pane stamps than left pane stamps for whatever reason, or whether the right pane stamps were initially more easily plated than the left pane stamps. In other words, was this disparity accounted for because most of the "unplateable" material really was from the left pane? In any event, less availability of left pane material would suggest the left pane plating marks recorded in *Neinken* were of lesser quality than those of the right pane. After concentrating on the left pane plating for over twelve years, the left pane in the author's collection is finally beginning to attain the completion of the right pane of Plate 1. The author concludes that there are more right pane stamps available today compared to left pane stamps for as yet some unknown reason, and that *Neinken, et.al.*, recorded less accurately the left pane positions because they had fewer left pane stamps to study.

7. The number of available 12¢ stamps is relatively small compared to the 1¢ and 3¢ stamps of the period, the latter two being more than 10x and 100x more plentiful, respectively.

8. All multiples larger than pairs are fairly scarce, becoming rarer the larger they are. Unluckily, many of

the largest multiples known come from the top third of the pane. Large vertical multiples are rare. Shown in Figure 1 (pos. 26-76R1), Figure 2 (pos. 28-68L1) and Figure 3 (pos. 51-91L1) are the largest, second largest and third largest recorded vertical multiples, respectively. These multiples were critical in conclusively re-proving the plating of the lower halves of the panes. The additional significance of the Figure 3 multiple will be discussed later. Also, over the intervening 80 years since the first serious plating was accomplished, many multiples have been cut up to provide choice single stamps for collectors!

One or Two Reliefs – Mystery Finally Solved

It had been generally concluded by all the serious students of the 12¢ stamp (including this author until these new findings) that the evidence points to the use of a single relief transfer roll in the manufacture of Plate One. Elliott Perry, one of the great classic United States philatelists of all time, wrote a superb article explaining his reasoning why the single relief transfer roll must have been the method of plate creation, as difficult as it was for himself and others to believe, given their knowledge of how the plates for the other denominations of the 1851-57 stamps were made.¹⁵ According to Perry, he had originally stated this theory in *Mekeel's Weekly*, 1918, and Ashbrook had accepted and supported the Single-Relief Roll model for the 12¢ plate production.¹⁶ Neinken agreed and repeated Perry's reasoning upon writing the 12¢ monograph.¹⁷ Perry's arguments are compelling, but must be reconsidered in light of new research.

The article in this book, "The Toppan Carpenter Plates and the Guide Relieving Method," by Richard Celler and Elliot Omiya, demonstrates precisely how the stamps on the 12¢ Plate One were entered using a two-relief transfer roll. Relief "A" was used only for the top row, and Relief "B" was used for the remaining nine rows. The top two stamps in any column were entered with one setting of the transfer roll, and the remaining eight stamps were entered individually, using the "A" relief as the "guide relief" and the "B" relief to actually enter the position. This author has checked that the guide dot placements on actual stamps are completely consistent with the use of a two-relief transfer roll, which



Figure 4. Lower left corner of 10R1 ("A" relief)



Figure 5. Lower left corner of 20R1 ("B" relief)



Figure 6. Essay for 1851 12¢ stamp used for final design

is a confirmation of this method of entry.

The obvious question then becomes "If there are two reliefs, how do we tell them apart?" It turns out that top row stamps have a weak or damaged transfer in the lower left corner. Figure 4 shows the lower left corner of 10R1 ("A" relief), and Figure 5 shows the lower left corner of 20R1 ("B" relief). These were cropped from a vertical pair so both stamps would have similar impressions.

The lower left corner of Relief "A" shows a clear break in the horizontal double "inner frame line," as well as a weak corner "florette" in contrast to that of Relief "B." This break across the double inner frame line occurs in all top row stamps of the plate. Occasionally, a heavily inked printing or an early printing manifesting essentially no wear may obscure these breaks. In addition, the author has found new evidence of recutting of this corner on some top row positions, presumably to close these breaks, particularly on positions 4R1 and 5L1.

These inner frame line breaks do not occur to any great degree on the second or succeeding rows of the plate, as observed from the specimens examined to date. The occasional example with a weak lower left corner is likely due to over-burnishing on the plate, or else plate wear.

How Plate Three was made is presently under study. Indications are that it was made using a different method than Plate One.

Selected New Findings from the Plating Efforts

1. **The Final Design.** The final design was adopted from the dull brown violet essay shown in Figure 6. However, the final stamp design included small vertical equilateral crosses "added" to the centers of the diamonds in the center rows of the tessellated work at the top, sides and bottom, with 5, 6 and 5 whole diamonds, respectively. The 3¢ stamp of 1851-57 has the identical tessellated work, but without the crosses. One observation not previously recorded shows that the third diamond from the top in the left side of the final stamp design is missing its cross; see Figure 8 for an example of this detail (in contrast to the essay close-up in Figure 7). The next diamond down often has a weak horizontal bar on the cross. This is consistent, or is at least obvious on all the well printed stamps, the die



Figure 7.
Close-up of
essay



Figure 8. Close-
up of final
stamp design

proof, the Roosevelt and Panama Pacific die proofs and all the reprints of 1875. Heavily inked stamps occasionally may have this engraving omission obscured.

2. **Plating Mark Change.** Shown in Figure 9 is a guideline strip of three, pos. 1-3R1 (ex-Caspary). The small dots in the upper left corner highlighted in the detail at Figure 10, two on the centerline and one on the stamp (new recorded mark), are characteristic of this position and are arranged differently than shown in



Figure 9. Guideline strip of 3, pos. 1-3R1

Neinken. These dot configurations are confirmed by two guideline singles and five guideline multiples.

3. **New Guide Dot.** Shown in Figure 11 is pos. 51R1. The lower left corner clearly shows the guide dot in the left margin. This guide dot was previously unrecorded but hypothesized to exist in *Neinken*. This is confirmed by guideline multiples. Additionally, left margin guide dots for the left pane, not recorded in *Neinken*, have been obtained and confirmed for pos. 21L1, 51L1 and 61L1.

4. **Left Margin Guide Dot Change, and Complete**



Figure 10. Detail
from Figure 9

Centerline Reconstructed for the First Time.

Shown in Figure 12 is pos. 61R1. The left margin guide dot location (lower left corner of Figure 12) is substantially further to the right than is shown in the *Neinken* diagram. It is positioned about one third the way toward the stamp from the centerline. This position has often been plated incorrectly because of the *Neinken* diagram. This position is confirmed by two other multiples and the positive confirmation of the other right pane guideline positions. The guide dot in the lower right corner is also significantly longer than shown in *Neinken*. The guide dots are often definitive and can lead to other

plate mark confirmations, aiding accurate plating. Conversely, incorrectly positioned guide dot drawings can lead to maddening plating efforts.

Additionally, the *complete centerline* showing all of the guide dots from the right pane side has now been *accurately reconstructed for the first time*.

5. **New Plating Mark.** Shown in

Figure 13 is a close-up of position

44R1 revealing a new plating mark, the "forehead scratch." This appears very clearly to be a scratch and not a curl. However, since it occurs on three

successive entries on the plate in the exact same location, it must have resulted from a piece of foreign matter which adhered to the transfer roll for three consecutive entries. This mark has been confirmed on multiple copies of 44R1, 54R1 and 64R1 but is not found on any other positions. A similar but not identical scratch has been



Figure 11. Guide dot in
lower left margin (pos.
51R1)



Figure 12. Guide dot, lower
left corner (pos. 61R1)



Figure 13. "Forehead scratch,"
(pos. 44R1)



Figure 14. Lower right corner

noted on position 4R1.

6. Guide Dot Change for 33R1. Shown in Figure 14 is a close-up of the lower right corner of position 33R1. This guide dot for 33R1 is significantly different than what is illustrated in *Neinken*, and several copies of 33R1 confirm this. The guide dot shown in



Figure 15. Distortion of lower left position rosette (pos. 27R1)

The guide dot shown in *Neinken* for 33R1 should now be considered corrected. The differences in this guide dot are sufficiently great that the author wonders at what stamp the earlier platers were looking. The previous platers normally took unbelievable pains to accurately capture the shape and size of these guide dots, which are critical for distinguishing plating positions. In addition, the author has found numerous other guide dots illustrated in *Neinken* which need to be updated, including their location, shape and dimensions.

7. Rosette Distortion Change. Shown in Figure 15 is a close-up of position 27R1 showing the lower left rosette with a fairly strong distortion caused by the shifted transfer. This

plating characteristic is confirmed by several multiples. In their original work in 1926, Tracy and Ashbrook mention that rosette and diamond effects might not be noted for the double transfers in that particular publication, but to carry that approach over to the final work would seem to have been a major omission. Moreover, some of these rosette doublings are shown in the *Neinken* diagrams. By the time Ashbrook recorded the final drawings, it is highly likely that the specific subject stamp material was no longer available whereby to accurately document the rosette doubling. Remember, also, that *Neinken* had acquired Ashbrook's *drawings from about 25 years earlier (not the stamps)*. It is quite possible that the information on the currently unrecorded doublings in the rosettes was not available to *Neinken*. Other rosette distortions in the plating are currently under review. Not only should this help improve the plating information, but it may also lead to better understanding of the plate manufacturing process, e.g., re-entering.

8. New Top Row Plating Observations. Shown in Figures 4 and 5 earlier were stamps with an interesting plating characteristic (see "Mystery Finally Solved," this article) that had not been previously noted or addressed, except maybe by the plate maker it appears!

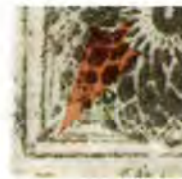


Figure 16. Recutting (pos. 4R1)

Figure 17. Recutting (pos. 5L1)



These observations were used to support the conclusion of the Two Relief Transfer process. Along these same top row stamps, there is new evidence of recutting in some positions in the lower left corner, presumably to close these printing gaps created by Relief "A," particularly 4R1 shown in Figure 16 and 5L1 shown in Figure 17. *Neinken* only records recutting for 5R1. Indeed, the author holds five confirmed copies of 5R1, and there is some evidence of a very minor curved recut at the innermost part of the florette. However, 4R1 and 5L1 are clearly and sharply recut in the lower left corner on the bottom inner frameline as well as the inner vertical frameline, so solidly squaring the corner.



Figure 18. Curl

9. New

Curl Discovered. Shown in Figure 18 is a strong example of a newly discovered curl on pos. 69R1, occurring beneath "EN" of "CENTS," in the horizontally lined space. Less distinct impressions of the curl have been noted on some stamps from this position. An apparent "carry-over" of this 69R1 curl has been found on a copy of 79R1 (69R1-79R1 vertical pair). No trace of this curl has been found on position 89R1, the next position



Figure 19. Guideline pair (pos. 91-92R1)

entered on the plate by the transfer roll.

10. **91L1 and 91R1 are Reversed.** Figure 3 shows a vertical strip of five (ex-Newbury), positions 51-91 L1, the plating confirmed by nine other overlapping multiples. Figure 19 shows a guideline pair of positions 91-92R1. The lower right corner of the left stamp in Figure 19 shows a very characteristic recut (see Figure 20 for detail). Another guideline single and a pair confirm this characteristic recut. This is the only place on the plate where this particular kind of recut exists. Coupled with the Newbury strip, it becomes obvious that the *Neinken* plating drawings have the 91L1 and the 91R1 positions reversed. Positions 91-93R1 were additionally confirmed by lot 159 auctioned by Shreve's Philatelic Galleries on October 24, 1997. The previously recorded 92L1 and 92R1 positions from *Neinken* have since been corrected. The corrections are subtle as the *Neinken* 92L1 and 92R1 drawings appear to have been mixed composites of both positions (probably an inadvertent artifact of mixing the 91L1 and 91R1 positions in the first place).

11. **Plate Wear and Other Plate Damage.** In the major references on the 12¢ 1851 stamp, it has been argued that a Plate Two was not really necessary because, given the stamp demand and resulting production totals for the 12¢ stamp and the relatively non-abrasive carbon-based inks, the plate was more than capable of producing the required amount of stamps without incurring excessive wear (about 2.5 million imperforate stamps were eventually produced). TCC typically got around 30,000 plate impressions (6,000,000 stamps) from an unhardened plate before having to reenter it.¹⁸ Once the existence of Plate Two was confirmed, but no stamps or proofs identified, speculation about possible cracks or accidental damage to Plate Two came forth. It has been logically assumed, and to date stamp evidence bears this out, that Plate One was kept in service until Plate Three replaced it in mid-1860. Thus, the use of Plate One would have continued for another 2-3 years after Plate Two was presumably made in 1857. The reasons for Plate Two manufacture, besides the historical need for the better-spaced stamps designed to be perforated, and especially the apparent lack of use, continue to stir some debate today. Conceptually, the damage arguments are logical possibilities and the arguments against excessive wear thus necessitating a new plate are sound. However, the author has observed a reasonable amount of wear in the plate, evident sometimes even in fairly heavily inked examples. The overall black appearance of the stamp is so strong as to oftentimes mask this detail, especially when compared to the 3¢ 1851-1857



Figure 20. Detail from Figure 19

stamp. The reader might recall that the Post Office Department had considerable experience with plate wear and the appearance of TCC&Co.'s products by 1856. Was it a coincidence that the black ink intensity and the apparent amount of inking increased in general over the life of Plate

One? Some of those appearance changes can be attributed directly to the paper changes during the period, and perhaps to ink changes as well. Further research needs to be targeted towards inking, wear, surface irregularities and possible plate cracks on all the 12¢ 1851-1857 imperforate and perforated stamps

Summary of Results – Where Are We in the Journey?

Only a few examples of new plate observations have been given in this article. All 200 plating positions have now been obtained and all confirmed by overlapping portions or large multiples of stamps. While *Neinken* was used as a guide, there have been corrections, some significant, made along the way. Research continues on the plating details.

The author began this work to merely collect a few plated copies of a stamp that had not received much attention in a very long time. The more difficult the plating became because of incongruities, the more the author began to wonder if there were not a few new things to be learned and revealed. While the author is now certain that the positive reconstruction of the 12¢ Plate One is essentially complete, he is also hopeful that along the way more information or clues about the mysterious Plate Two also will be revealed, and whether in fact any Plate Two stamps or proofs were ever produced. A new model has also been developed that successfully explains the plate making process for Plate One consistent with all the stamp evidence reviewed to date. For all of us who thought that this stamp was very well understood, studied and maybe even boring compared to the 1¢ and 3¢ stamps, we were mistaken.

The author is indebted to Col. J.K. Tracy, Stanley Ashbrook, Elliot Perry and Mortimer Neinken, who paved the way to deeper understanding of the 1851 12¢ stamp. Reconstruction of the Plate One plating "from scratch" today would likely be impossible. Their work has made it possible that Plate One could be better defined. While their plating knowledge was incomplete, as knowledge always is, without their work I would not have started on this journey. This should serve as a continual reminder of how fragile knowledge is. What seems like it just has to be true, may be undone with one

more piece of good information. It also points out how quality documentation is a must to continue to fill in or bridge gaps in our knowledge, allowing us the opportunity to challenge widely accepted beliefs and thus to advance knowledge.

Thanks go to Stanley Piller who encouraged me to continue my pursuits in this area, and Hubert Skinner for his continual encouragement to write about what I was discovering. I would also like to thank Mark Rogers for his thoughtful comments during the initial preparation of this manuscript. My particular heartfelt thanks go to Dick Celler for his personal review of this manuscript, his incisive comments and challenges, and good natured discussions that make stamp collecting and even classical stamp plating enjoyable and stimulating.

Endnotes

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Part VB.

Early Uses of the United States 1851 12¢ Imperforate Stamp (Scott U.S. #17)

by James A. Allen

The Postal Act of March 3, 1851 provided for relatively inexpensive postage and new graduated postal rates coupled with the issuance of a 1¢, 3¢ and 12¢ stamp. Some of the more curious aspects of the early 1851 stamp usage surround that of the 12¢ denomination. This article examines those early uses, including all the presently recorded and verifiable 1851 uses as well as the earliest documented usage on cover.

Background

While some cities received only the 3¢ stamp, many cities received all three issued denominations—the 1¢, 3¢ and 12¢—and received them all at the same time. Additionally, many of the cities received the stamps at least by July 1851, if not very early in July.¹ In fact, a reference in Ashbrook's *Special Service* notes that at least one post office in New York (Rochester) actually received its 1851 stamps as early as June 30, 1851. It quotes the following from *Moore's Rural New Yorker*, a weekly newspaper of Rochester, issue of Thursday, July 3, 1851:

During the forenoon of the 30th ult., five thousand three cent postage stamps were sold at the Post-Office in this city. A very considerable number of twelve cent and one cent stamps was also disposed of.

While not legally specified for this use, nor prohibited by law initially, the 12¢ stamp could also be used as a severed bisect or quadrasect in some form to pay logical fractions of the rates previously mentioned. If nothing else, there was precedent for this with the 1847 10¢ stamp, however rare.

The only transatlantic postage rate listed in the 1851 *Postal Guide* that is a listed multiple of 12¢ is that to Great Britain (24¢). All of the aforementioned rates except the postal use to Great Britain turn out to be fairly scarce if not unusual uses, indeed!

One can only assume that the stamp originators had in mind the uses that would eventually happen in practice. That is, the stamp would be a general, high value workhorse that would singly pay the quadruple rate or double the coast-to-coast rate, two stamps would pay the single transatlantic rate to Great Britain or multiples thereof, or singles and multiples would be used in combination with other stamps for heavier items. Because the primary use for the 12¢ stamp for its entire life cycle was in fact to pay the 24¢ rate to Great Britain, an overseas destination, many authors on this subject have hypothesized that not very many covers were initially created and even fewer covers were saved during that early period to survive up to today. More research needs to be done to validate this hypothesis concerning domestic versus foreign stamp usage and survival rates of each. One testimony to this general scarcity issue is the estimate that only 2,000 1851 12¢ stamp covers exist today in contrast to 9,000 covers for the 1847 5¢ stamp and 3,000 covers for the 1847 10¢ stamp.³ I believe the 12¢ cover estimate may in fact be high. Only a comprehensive census of all covers would settle this issue. It is my observation, without a definitive census in hand, that covers for the 1851 12¢ stamp are very scarce from 1851, but are also quite scarce from the 1852-1855 period, decreasing in scarcity approaching 1856-1857.



Figure 1. Earliest documented use of 12¢ 1851 on a cover (front), August 4, [1851], Brattleboro, Vt. to Liverpool, England

Postmaster General Campbell, in his report for the fiscal year ending June 30, 1853, addressed the unfulfilled expectations concerning increased postage revenues and increased mail traffic. Evidently, if the Post Office planned on an increase in revenues and mail traffic in general, or perhaps specifically on expanded usage of higher value stamps for transcontinental use, heavier mail and so forth, they were surprised by the outcome.⁴ While the 3¢ stamp was in relatively high demand and short supply, examination of records of the 12¢ stamps delivered by the engraver versus those delivered to the post offices for sale show a much different picture.⁵ The engravers supplied about 200,000 12¢ stamps by June 30, 1851; another 480,000 by Jun 30, 1852. By July 6, 1855 this total was 868,800, compared to 185,371,800 3¢ stamps supplied during the same time period! The Post Office had *delivered* a total of 383,697 12¢ stamps by June 20, 1852 (about half of all the 12¢ stamps they would deliver by mid-1855), compared to almost 100,000,000 3¢ stamps delivered for sale during the same time period. If there was ever a relative availability issue for the 12¢ stamp over its lifetime that might affect its use, it was certainly not in the first 6-12 months of issuance. Comparing the sheer differences in numbers of the 3¢ versus the 12¢ stamps (two orders of magnitude), one can also see why the 12¢ covers might exhibit a relative scarcity.

Moreover, the supply of 12¢ stamps was apparently so excessive compared to demand that the numbers of stamps delivered in the subsequent years to 1851—after peaking in late 1851/early 1852—dropped dramatically until 1856. Prepayment of stamps was made obligatory commencing January 1, 1856. However, the order was not effective on all foreign postage. Because the 12¢ stamp was the highest denomination and most likely to be used on foreign mail because of high foreign mail rates at that time, its use might not have increased as much as that of lower denominations. After 1855, more foreign mail was paid by stamps.⁶ Based on these facts, and assuming the Post Office was adjusting the supplies based on demand, one can only conclude that very few 12¢ stamps were used or needed early in the 1851-1857 time period compared to the other stamp denominations, and that was contrary to the planning and the expectations of the U.S. Post Office and the supporters of the Act of 1851. Additionally, as early as the end of 1851, more than a few of the smaller post offices began returning most if not all of their 12¢ stocks.⁷

Finally, there is the loss in on-cover copies brought about by collectors. Most collectors of stamps have at least started by collecting single stamps; many early covers have been sacrificed to the urge to fill album pages. Another strong trend that likely impacts the

availability of the 12¢ on cover is the pursuit by collectors of higher and higher quality stamps. The 12¢ stamp is notoriously small margined due to narrow plate spacing, and the outer framelines leave no margin for cutting error. Any number of on-cover pairs may have been severed to create reasonably margined or “jumbo” singles. Given the limited number of cover uses in the first place, reductions due to off-cover stamp demand could dramatically affect the dated cover population. Who knows how many of these singles might have been attached to 1851 covers, or maybe even graced a first day cover!

The 1851 Dated Postal History -The Covers

What follows are the documented 1851-dated uses of the 12¢ 1851 stamp on cover as well as the earliest documented use (EDU), or, more specifically, the earliest documented cover (EDC). A synonym for EDU is ERU (earliest recorded use). The author has chosen to use this terminology, developed by Ed Siskin.⁸ While ECU (earliest known use) is widely used in the literature, it has a certain ambiguity that will lead to issues of clarity when discussing other early uses and concepts later in this article. Philatelic contention utilizing the word “known” often begs or is plagued by the questions, “Known to whom?”, “Known how?”, “Known when?”, leaving less than satisfactory historical documentation or answers in their wake.

Figure 1 shows the EDU of the 12¢1851 on a cover front. The earliest record the author has referencing this cover is an article written by Carroll Chase and Stanley Ashbrook in 1931.⁹ The listing was based on Chase’s and Ashbrook’s own covers or ones they had noted in their friends’ collections. This cover was first “discovered” by Dr. W.W. Babcock, circa 1930, and is the basis for the Scott Catalog listing of August 4, 1851 as the earliest date of use. Up until that point, most authorities, notably Chase and Ashbrook, referenced an October 1 (or 18), 1851 cover as the “earliest known usage.” The use is the then standard 24¢ rate from Brattleboro, Vermont to Liverpool, England. Based on recorded sailing records, this was likely carried via the Cunard Lines *America*, leaving Boston August 6, arriving in Liverpool on August 17, 1851.¹⁰

While I have found no specific record for this town having received stamps directly from the U. S. Post Office, it was near several towns that did receive stamps in July 1851. As was customary in the time, postmasters could procure stamps from their nearest available sources. By order of the U.S. Post Office, “these stamps will be furnished to one or more of the principal



Figure 2. The "Hind" cover, strip of 4 1¢ 1851 stamps plus bisected 12¢, (Havana)-New York-Quebec, August 1851

postmasters in each county, who will be required to supply the other Postmasters in their respective vicinities, upon being paid for the amounts furnished."¹¹ Additionally, as has been mentioned, the official records

may have incomplete city delivery entries. The attached pair of stamps on this earliest documented use are from the characteristically sharp, detailed printing of the early production period and are positions 61-62R, Plate 1,

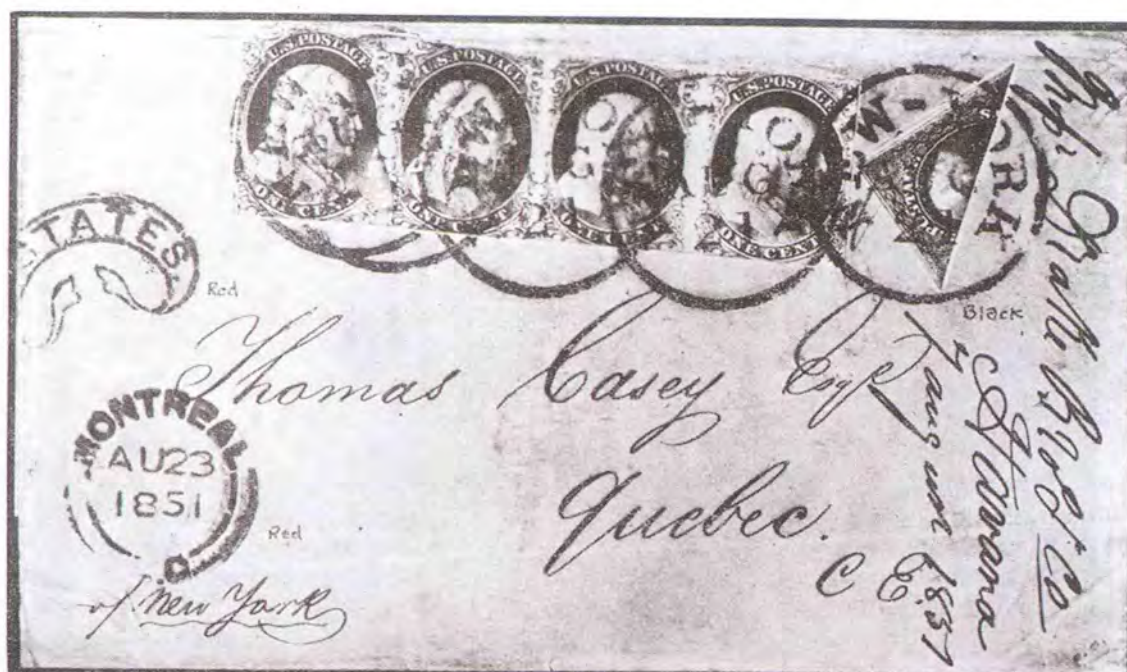


Figure 3. The "Emerson" cover, strip of 4 1¢ 1851 stamps plus bisected 12¢, (Havana)-New York-Quebec, August 1851



Figure 4. Cover, New York to France, August 23. [1851] cancel, bearing a strip of 3 3¢ 1851 stamps and a single 12¢, for a 1¢ overpayment of the 20¢ rate

canceled by a well-known red fine-line closed circular grid of Brattleboro. Records of ownership include Dr. W. L. Babcock, Charles F. Meroni, Arthur Bingham and Lawrence S. Fisher, who was the last to acquire the item before it was sold as Lot 24 in Shreve's Philatelic Gallery "Fisher Sale" on May 30, 1996. The item had been held by the Fisher estate for over 25 years.

Figures 2 and 3 illustrate a fascinating pair of covers. They both originated in Havana, Cuba on or about August 7, 1851, and entered the U.S. mails in New York where stamps were applied and were canceled with an August 21 New York CDS. While a lot has been written about these covers, the most accurate summary comes from the *Ashbrook Special Service* of February 1953, in which Ashbrook revises his earlier opinion with the following words:¹²

Kindly refer to page 98 of this Service wherein I described a very remarkable cover illustrated by Photograph No. 47, the same being a 10¢ rate from New York to Quebec, Canada, in August 1851 with the postage paid by a H.S. of four, 1¢ 1851 and a 12¢ 1851, bisect, the *lower left diagonal half*. The date of use *Aug. 21, 1851*. Also please refer to page 106 of this Service, where I described a second and similar 12¢ bisect on cover, from New York to Quebec, Canada, on the same date, *Aug. 21, 1851*.

The bisect on the letter being the *upper right diagonal half*. As stated in my notes, I called the left diagonal bisect the "Arthur Hind cover," Photograph No. 47, and the right diagonal bisect the "Emerson cover." When I compiled the notes on page 106, I did not possess a photograph of the Emerson cover, but recently through the kindness of Mr. Philip H. Ward, Jr., I am now able to supply a print. See *Photograph herewith No. 75*. This remarkable cover is in the private collection of Mr. Ward. Comparing the two photographs side by side, it will be noted that No. 75 has a notation at the right and indicating it originated at Havana, Cuba, on Aug. 7, 1851. The address of the other cover, #47, is in a different handwriting and a notation at left indicates that its origin was from New York City. In all probability, the letter from Havana was sent unsealed (no stamps) and under separate cover to a New York correspondent by the name of Coit. The latter probably wrote a separate letter, put the stamps on both and mailed both on the same date. The two halves of the 12¢ were probably from the same stamp, and the two One Cent strips were probably a block of eight.

Figure 2 illustrates the so-called Hind cover; Figure 3 illustrates the so-called Emerson cover. The 1¢ stamps on the Hind cover are all Type II, and the positions are



Figure 5. Pair of 12¢ 1851 stamps paying the standard 24¢ rate for a letter from Sherburne, N.Y. to London, postmarked October 1, 1851

83-84-85-86R1E. The 1¢ stamps on the Emerson cover are Types II, II, III and IIIA, and the positions are 53-54-55-56R1E. These covers illustrate the relatively unorthodox use of a bisected 12¢ stamp to make up the 10¢ rate to Canada.

Figure 4 is another striking cover, postmarked in New York August 23, [1851] and used to France. It is pictured in Hargest,¹³ where it is described as follows:

Figure 32 illustrates a very attractive Havre line cover. It bears a strip of three of the 3¢ orange-brown shade and a single 12¢ stamp. The 3¢ stamps are of a rich color and are particularly attractive because they are canceled with a red grid. The letter was posted in New York, addressed to Lyon. It bears a red New York town postmark dated 23 August (1851), and on that date *Humboldt* sailed from New York. It should be noted that the New York American packet marking did not make its appearance until mid-1852. Characteristic of Havre line covers is a double circle OUTRE-MER/LE HAVRE marking (G of Figure 18) applied in red-orange, with date in center, in this case 4/SEPT./51. It is marked for a collection of the single beyond-the-port rate of 6 decimes, indicated by 6 in manuscript.

In this case, the 12¢ stamp was used as a high value to help make up the 21¢ payment. This was a 1¢ overpayment of the 20¢ rate.

Figure 5 shows an October 1, 1851, use from Sherburne, New York, to London, arriving October 27, 1851, via American packet. The best record indicates that the Ocean Line's *Washington* (American) left New York on October 4 only to return to port on Oct. 11 because of mechanical difficulties. Its mail was picked up by the Cunard Line's steamer *Canada* (British), leaving New York on Oct. 15, arriving in Liverpool on Oct. 26, and was finally postmarked in London on Oct. 27.¹⁴ The 12¢ stamps paid the standard 24¢ rate to Great Britain. The large encircled "L" is unusual, especially on transatlantic covers. It was used in London and is said to have denoted mail delayed in the post.¹⁵ This is one of the nicest 12¢ bottom margin pairs in existence. The cover resided in the Newbury and Louis Grunin collections.

Figure 6 shows an October 18, 1851 dated cover. The 12¢ dated stamp was used to make up the 20¢ American packet rate via the Havre line on a letter mailed to Lyon, France. This is another very scarce Havre packet cover, this one containing the entire 1851 series, the 3¢ stamps being orange-brown and the 1¢ stamps being from Plate 1E. There is a ms. "12" decimes French due marking (double rate for over 7.5 grams), a red "Outre-Mer Le Havre" transit marking, and a manuscript ship designation "Pr. Humboldt." The *Humboldt* left New York on October 18, arrived in Southampton on October 31, on its way to Havre, France where it put in on



Figure 6. October 18, 1851 dated cover, New York to Havre, France, with all three values of the 1851 series (2x1¢, 2x3¢, 1x12¢) making up the 20¢ rate

November 1, 1851. The cover is referenced and illustrated in Hubbard and Winter's *North Atlantic Mail Sailings*.¹⁶

Figure 7 shows a usage of the 12¢ stamp to Germany via London. This cover is illustrated and described in Brookman's 3-volume *United States Postage Stamps of*

the 19th Century,¹⁷ in *Ashbrook Special Service*¹⁸ and in *Bakers' U.S. Classics*.¹⁹

The letter appears to have originated in Boston about December 5. Based on the London datestamp, the ship that carried the letter was the Collins Line (American)



Figure 7. Two 12¢ 1851 stamps on cover from U.S. to Germany via London, Dec. 1851



Figure 8. Domestic use of a bisected 12¢, New York City to Providence, R.I., via Kenyon's Express and with U.S. Express Mail handstamp

steamer *Atlantic*, which departed New York on 6 December and arrived at Liverpool on 17 December 1851. The French entry marking of Calais is evident on the front tying the stamps. The red "19" credit marking appears to have been added erroneously and is marked

through in pencil. The rate appears to be a 24¢ payment (a 3¢ overpayment) of the British Open mail rate to the U.K. on an American Packet. The routing of the cover was New York-Liverpool-London-Calais-Paris-Strasbourg-Baden-Wurttemberg. The German due markings do not appear to be consistent with the routing of this cover; it is possible that the assessed rating was in error.

One very unusual feature is the use of the small Boston paid cancellation device.

There are two recorded off-cover uses of the small Boston paid cancel on the 1851 12¢ stamp (one single and one pair). This is the only recorded example of the small Boston paid cancel used on the 12¢ on cover, and is believed to be unique. The cover has been in the



Figure 9. New York to Lyon, France cover, December 1851, carrying all three denominations of the 1851 stamp



Figure 10. Charleston, South Carolina to France, January 1852, with fine example of 12¢ early printing

collections of Krug, David Baker, Louis Grunin and Sevenoaks (PFC#68229).

Figure 8 illustrates the domestic use of a bisected 12¢ stamp dated Dec. 13, (1851). The rate could be merely an incidental usage of an available bisect to pay the single or double rate for domestic uses under 3,000 miles. Kennyons [*sic*] Express was a local New York City express company that probably expedited letter movement to the railroad connection in this case. What might appear at first glance to be a forwarder's handstamp, the blue double ellipse of C.H. Schneider, is in fact the shop cachet of the writer of the letter. What makes this cover more unusual is the use of the U.S. Express Mail handstamp. This handstamp was used on train services between New York and Boston and was a remnant of the initial express mail services promoted in the mid-to-late 1840s. While there are 5-6 uses of the express mail cancels on 12¢ *bisect* covers, there are probably less than a dozen examples with the 12¢ in any form, in contrast to the relatively plentiful use on the 3¢ stamp. Additionally, the cover represents a rare use of the 12¢ bisect for *intra-east coast* mailing, with nearly all bisects being sent from west to east and a very few east to west. The two page letter describes a new formulation for ultramarine ink. The stamp (pos. 54R1) with a newly discovered "head scratch" (illustrated in the previous article in this book) has the very fine printing characteristics of the early 1851 production runs. Also, there are characteristic very early stage fine plate scratches on the right side of the stamp, over

Washington's left eye. This cover was in the collections of Alfred Caspary, Marc Haas and Louis Grunin.

Figure 9 illustrates a cover mailed from New York to Lyon, France, carried by the *Humboldt* of the Havre Line sailing from New York on December 13. The Le Havre marking is not clearly legible. Twelve decimes is marked on the cover, recognizing required collection of the double rate; the letter must have weighed over 7.5 grams. This cover, like its correspondence partner in Figure 6, shows a very scarce use of the American packet 20¢ prepaid rate to France via Le Havre. Like its partner, it is one of the very few covers carrying all three denominations of the 1851 stamp series. This cover is pictured by Hargest.²⁰

Figure 10 illustrates a cover front from Charleston, South Carolina to France, with the postage prepaying the maximum American packet rate of 21¢ by means of one 12¢ stamp and a strip of three 3¢ stamps (pos. 68-69-70R1L) in the brownish carmine shade which had only made its appearance about 10 weeks earlier. It approaches the experimental orange brown of the same period. The 12c stamp is a fine early printing (pos. 71L1). The cover was probably carried by the *Arctic* of the Collins Line (American), which departed New York on December 20, 1851, and arrived in Liverpool, England on January 1, 1852, with the letter arriving in Paris, France two days later, January 3, 1852, as documented by a red Paris receiving handstamp. 8 decimes was due from the receiver as indicated by the handstamp on the cover. The strip of 3¢ stamps has been removed and



Figure 11. 29 December 1851 usage of bisected 12¢ stamp, on cover from Sonora, California to Surrey, Maine

reattached. The cover was not previously recorded in the literature.

Figure 11 illustrates the latest 1851 usage, being sent from Sonora, California to Surrey, Maine, Dec. 29, 1851. The bisected 12¢ stamp was used to prepay the 6¢ California to east coast single letter rate. While there was no regulation providing for or specifying the use of bisected stamps, there was no regulation prohibiting it either until September 1853, after which bisects on cover were not accepted for prepayment of postage. They were then to be treated as unpaid mail which needed to be postpaid (an unaccepted attempt to pay a 6¢ rate with a single 12¢ bisect would result in a 10¢ postage due charge). The bisect in Figure 11 was accepted for payment. This cover is also unusual in that the stamp is canceled with the very scarce blue straightline Sonora, California/Dec. 29, 1851 datestamp. An additional manuscript "paid" was added, tying the stamp. This item is pictured in *Letters of Gold*.²¹

In summary, compared to the other 1851 stamp denominations, very few 12¢ stamps were produced or used. Validated 1851 uses of the 12¢ stamp are rare, consistent with the apparent low level of need and use, especially during the early time period. I invite all readers who know of other 1851 dated uses to contact me so they may be documented for the record.

In closing, I wish to express sincere thanks to Dwayne Littauer and Richard Winter for their help during the preparation of this article.

Endnotes

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¹⁷Lester G. Brookman, *The United States Postage Stamps of the 19th Century* (North Miami, FL: David G. Phillips Publishing Co., Inc., 1989).

¹⁸*Ashbrook Special Service*, Issue No. 29 (August 1, 1953), pp. 217-18, Photograph #112 [photo at p. 217c in photocopied edition].

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Part VC.

The 1851 12¢ Imperforate (Scott US #17): Study of Cancells and Postal Markings on Stamps

by James A. Allen

No new study has been presented on the cancells and postal markings on the 1851 12¢ imperforate since the monograph of Lt. Col. J.K. Tracy in 1926.¹ In that writing, his co-author Stanley Ashbrook merely presented a listing of cancel types that Tracy had recorded on single stamps with an apparent relative frequency. No indication was given of the number of items in the sampling nor of the nature of the sampling. The major uses of this stamp were on transatlantic mail to Great Britain, multi-weight single uses (typically on larger legal envelopes) and for twice the transcontinental rate, with nearly all the mail coming from larger cities. This presents the cancel collector with a real challenge, since given the usages of this stamp and the limited number of stamps used the variety of cancells is relatively limited. Moreover, the number of stamps with any unusual cancel is quite low as this data will show. When asked how I would define a "fancy cancel" on the 12¢ 1851, my answer is, "That's any cancel other than a black CDS, black grid, blue town or red grid!"

The Survey

Presented below are the results of surveying 10- to 35-year catalog runs from 18 different auction firms, from small to high volume and sales. It also includes the tally from my personal collection, as well as my notes from stamp shows. It is not meant to be inclusive but rather to provide a survey of the cancel types and estimated frequency with exceptions noted. The objective was to capture all 12¢ 1851 stamps, on- and off-cover, that possessed generally well-defined cancells. To be recorded, colors had to be confirmed by the catalogue description or color photographs. Shapes and styles were confirmed by observation of the photographs if available, and in the absence of photographs they had to be clearly described. If there was any doubt about any description, the item was eliminated from the survey (approximately 25% of the total). Also, some care was taken to try to avoid recounting items that might reappear over a period of years. Multiples received the same count as singles. The results are for the most part similar to Tracy's so far as order of frequency is concerned, namely:

Black Towns	46%
Black Grids	22%
Blue Towns	11%
Red Grids	11%
Red Towns	2.5%
Pen (Manuscript)	1.5%
"Paid" in Grid (common type, usually Boston)	1.5%
Blue Grids	< 1%
Numerals, not in CDS	< 1%
[Total sample size: 2,400 items]	

Cancells other than those noted are in general much scarcer. Given that auction houses tend to be collection and distribution points for scarcer items, percentages of these scarce items may not be meaningful and would likely lead to understatement of scarcity. This is particularly true of the more unusual cancells that may not have come from auction houses and might represent exceptional items selected for those exceptional characteristics. What follows are the actual counts for each item considered to be scarce to rare:

Orange Foreign Receiving, large part or singular use	<15
Magenta Grid (nearly always Hartford, Ct.)	12
Straightline Paid	10
Black Cork	8
Express Mail	7
Steam Ship (New York)	6
Railroad	6
Red Cork	5
Black Straight Line	3
Brown Grid	3
(2 are likely mixtures of colors)	
Brown Town	3
(1 is a mixture)	
Green Town	2
Supplementary Mail Type A	2
Ship	1
Green Grid	1
Blackish Green and Blue	2
Green Towns	

Orange Grid (True)	1
Chicopee, MA	2
San Francisco Cog	1
Deep River, Ct. Scarab in Red	2
Alexandria, Va. Rectangular	1
Grid of Squares	
Star (unknown origin)	1
Salem, Mass., Paid w/Swirl	1
of Dots	

The low amount of pen cancels contrasted with the high amount of black towns and grids is consistent with primary use of the stamp from the large cities and towns. All colors other than black, blue and red are scarce with even blue grids and red towns being fairly scarce. All cancels that could be classed as fancy are rare. Even "pays," if they are not from Boston, are very scarce to rare.

Selected Cancellations

The following annotated figures show some selected cancels based on scarcity, novelty or sheer beauty.

Figure 1 shows an example of the Philadelphia cancel in blue (earliest known use, 6/25/1851, and latest known use, 6/12/1853).² The significance of this, based on the author's personal study, is that nearly all of the certified Part India papers for the 1851 12¢ will bear this particular blue Philadelphia postmark.



Figure 1. Philadelphia cancel in blue

Shown in Figure 2 is most probably a Boston straight line paid, #230 from Blake and Davis³ (position 30L1)(PFC# 0259555). Figure 3 shows a small Boston paid in grid (pos. 23R1). There are five examples of this



Figure 2. Boston straightline PAID



Figure 3. Small Boston PAID in grid



Figure 4. "Boston Paid look-alike" from Saco, Maine

known on the 12¢: two singles and two pairs off-cover, and one pair on cover which is pictured elsewhere in this book. Figure 4 is a so-called "Boston Paid look-

alike." It is from Saco, Maine and is the only recorded example on the 12¢ imperforate.

Shown in Figure 5 is a San Francisco cogwheel cancel. It is a Skinner-Eno Type 1, 9mm in diameter, GE-P 29, documented as having been used primarily during 1861.⁴ This stamp was likely used in a Hawaiian transit.



Figure 5. San Francisco



Figure 6. "STEAM SHIP" cancel cogwheel cancel



Figure 7. New York Ocean Mail cancel

Shown in Figure 6 is a marginal single plated 11L1. The cancel "STEAM SHIP" is from New York and was used for incoming mails. Most of these cancels recorded in this survey are for on-cover examples, predominately bisects. Figure 7 shows an example of the New York Ocean Mail cancel Type 3 on a single 12¢ imperforate (pos. 27R1) and is ex-Rohloff. It is written about extensively in Ashbrook's *Special Service*⁵ and renders itself as an excellent example of off-cover postal history.

Figure 8 shows a 12¢ pair (pos. 7-8L1). The "5½" in red that ties the stamps is a pre-U P U accountancy marking that credits Great Britain with 3¢ per the treaty for a American Packet item, and 2½¢ for one-half of the registration fee of 5¢.⁶ While this is not a cancel, *per se*, it is the only recorded example of this marking on (tying) the 12¢ imperforate. One other on-cover example is recorded of this rare marking.



Figure 8. "5½" accountancy marking

Figure 9 shows a New York CDS encircling "SHIP" and "12cts". This was used on an 1851 12¢ bisect treated unpaid. The "12cts" signifies "collect 10¢ plus 2¢ ship fee." This illustration is cropped from a "Via Nicaragua" cover (ex-Caspary, Grunin, Kramer). One other example

of this cancel has been recorded "on-piece" by the author.

Shown in Figure 10 is a very large 8-bar grid designed for canceling pairs of 1851 3¢ stamps for use through Panama (stamp pos. 6L1). This cancel is sometimes referred to as the "6¢ cancel" and originates from San Francisco. This example is a cropped image from a cover that traveled from San Francisco to Cleveland, Ohio "via Panama" on August 15, 1852. One confirmed example has been recorded for the 12¢ stamp on cover (ex-Kramer).



Figure 9. "NEW YORK/SHIP/12c



Figure 10. 8-bar grid, "Via Panama" mail



Figure 11. Griffin, Georgia CDS

Shown in Figure 12 is a 13-bar New York square grid on a single stamp (pos. 24R1). This cancel has been fairly well studied by Hubert Skinner, Roger Curran and myself, and is thus far confirmed to have been used in black between the dates of July 3 and July 20, 1851. This is significant because the earliest recorded date (EKU) of the 1851 12¢ is August 4, 1851.



Figure 12. 13-bar NYC square grid; early use of 12¢ 1851?

Figure 13 illustrates a single 12¢ (pos. 19R1) struck with a red "19" credit stamp for mail carried via British Packet. It also contains a partial blue grid. Shown in Figure 14 is a single 12¢ stamp struck with a red "3" credit



Figure 13. Red "19" credit marking

stamp for mail carried via American Packet (ex-Newbury). It also contains a partial Cincinnati, Ohio blue CDS.

Figure 15 reproduces a cancel from Alexandria, Virginia. It is a rectangular grid of "square" dots (4x7). This town also has a reasonable showing of black CDSs on the 12¢ imperforate.



Figure 14. Red "3" credit marking

Shown in Figure 16 is one of two examples recorded for the 12¢ 1851 imperforate of the Deep River, Connecticut scarab, heavily inked in a bold red on pos. 79L1 (ex-Haas)(PFC# 0123134).



Figure 15. Grid of "square" dots

Figure 17 is an example of a dark green CDS of Richmond, Virginia (pos. 8-9R1)(ex-Emerson, ex-Bingham).

Shown in Figure 18 is an example of the New York Express Mail cancellation. This cancellation was primarily used on train mail along the New York to Boston route. It was a holdover cancel from the earlier promoted express service offered along this and allied routes. It is on a March 23, 1853, cross-border 10¢ usage to New Brunswick utilizing all denominations of the 1851 series including a bisect usage of the 12¢ stamp (ex-Gibson, Stark, Sevenoaks).



Figure 16. Deep River, CT scarab

Summary

The 12¢ 1851 imperforate stamp presents many challenges for the cancel and postal marking collector. However, with persistence, collections of modest proportions can be achieved that demonstrate a fairly wide variety of uses for the period.

Moreover, the cancel varieties, or lack thereof, reflect something about the true nature and general use of the stamp. It was a transatlantic, transcontinental, heavy envelope workhorse of the 1851-1861 time period and, by its nature, not too glamorous. The author is very interested in maintaining a census of known unusual cancels or cancellation colors for this stamp and would appreciate all information offered by the reader.



Figure 17. Green CDS, Richmond



Figure 18. New York Express Mail cancel Virginia

Acknowledgments

I would like to thank Hubert Skinner for encouraging me to write an article on this subject, as well as for acknowledging early in our discussions that the 12¢ 1851 imperforate had a fairly limited cancel range. After that meeting, the collection was then begun in earnest and the knowledge acquired which is presented in this article.

Endnotes

¹J.K. Tracy and Stanley B. Ashbrook, *Notes on the Twelve Cents 1851-1857 United States Adhesives* (New York: Scott Stamp & Coin Company, 1926).

²Tom Clarke, *A Catalog of Philadelphia Postmarks: 18th Century to Present, Part I*, rev. ed. ([Davie, FL: T. Clarke], 1991), p. 17.

³Maurice C. Blake and Wilbur W. Davis, *Boston Postmarks to 1890* (Lawrence, Mass.: Quarterman Publications, 1974).

⁴Hubert C. Skinner and Amos Eno, *United States Cancellations, 1845-1869* (State College, PA: American Philatelic Society, 1980).

⁵Stanley B. Ashbrook, *Ashbrook Special Services*, Issue No. 40 (July 1, 1954), pp. 301-03, Photo #156 [inserted at p. 310 in the photocopied edition].

⁶Richard F. Winter, "Registered Letters Under the U.S.-British Treaty of 1848," *The Chronicle of the U.S. Classic Postal Issues*, Vol. 41, No. 3 (Whole No. 143)(August 1989), p. 206-08.

Part VI. Carrier Stamps During the 1851 Issue Period

by Scott R. Trepel

A carrier is a government employee who collects and delivers mail within a city. Carrier service was essential to people located far from the post office in sprawling 19th century cities. The carrier's popular name, *penny postman*, derives from the 1¢ or 2¢ fee he charged per letter.

The carrier performed several functions. He would pick up mail from collection boxes and residents along his route. Then, based on the letter's address, he would either bring it to the post office or to another location within the city. If instructed, a carrier would also deliver mail to the addressee's home or business, in an era when mail was usually picked up at the post office.

Although each city's carrier department was connected to the post office, it was treated as a separate entity and responsible for its own bookkeeping. Fees were paid to carriers on a per-letter basis and were accounted for separately from postage received by the post office. Therefore, the required amount on each carrier letter, whether prepaid, collected in coin or charged to a rental box, was divided between the carrier department and post office, according to the prevailing rates.

Carrier fees and postage rates on different types of mail varied from city to city and over time as postal legislation was enacted. These complicated rates were summarized specifically for New York City in an article published in 1974 by Steven M. Roth in *The Chronicle*¹ and presented in **Table A** on Pages 210-212. It is helpful to refer to Roth's A-B-C categories when explaining carrier covers, and the chart may be used for other cities by substituting the applicable fees and rates.



Figure 1



Figure 2.



Figure 3.



Figure 4.

Carrier Department Stamps vs. General Issue Carrier Stamps

Prior to July 1, 1851, there was no United States 1¢ regular-issue stamp or special stamp that could be used to pay the carrier fee. The 1847 Issue 5¢ and 10¢ denominations were not suited for the prevailing 1¢ and 2¢ carrier fees. The lack of stamps for convenient prepayment of the carrier fee was a problem for carrier departments in cities where private posts (or *Locals*) competed for letter carrying business. To match the efficiency and convenience offered by the local posts, carrier departments in several cities issued their own stamps for prepayment of carrier fees.

The stamps issued by carrier departments (two examples are shown in Figures 1 and 2) are called "Semi-Official Issues" in the Scott Catalogue. This author feels strongly that the Scott label is a misnomer that deserves to be corrected, because it implies that the carriers, their stamps, or both, were not fully and officially connected to the government postal system. The carriers were *official government employees*, and the stamp-issuing carrier departments operated with full government recognition, even if some of them advertised the name that was familiar to the local public (Honour's, for example). The author suggests adopting a more accurate term—*Carrier Department Stamps*—to replace "Semi-Official." Likewise, the Franklin and Eagle stamps (Scott LO1 and LO2—Figures 3 and 4), issued in 1851 for general use, should be renamed *General Issue Carrier Stamps*, instead of "Official Issues."

Figures 1 and 2 are two examples of the so-called "Semi-Official" stamps issued by carrier departments, which should be called Carrier Department Stamps. Figures 3 and 4 are the so-called "Official" Franklin and Eagle Carrier stamps prepared in 1851 by the Post Office Department for general use by carriers in different cities. They should be called General Issue Carrier Stamps. The author considers the Scott Catalogue labels "Official" and "Semi-Official" to be misnomers.

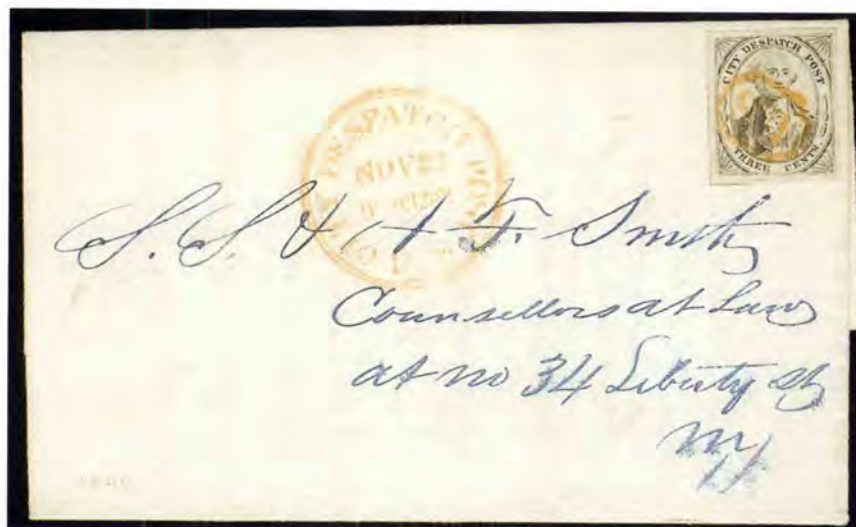


Figure 5. The 3c stamp first issued in February 1842 by the City Despatch Post, a private firm in New York City. After the U.S. government purchased the post and reestablished it in August 1842 as the U.S. City Despatch Post carrier department, the old stamps were accepted as prepayment. This cover is postmarked November 23, 1842. Both the cancel on the stamp and the circular datestamp have the "U.S." designation of the carrier department.

Several of the Carrier Department Stamps predate the General Issue Carrier Stamps. From August 1842 through November 1846, the U.S. City Despatch Post of New York City was the only carrier department to issue stamps (Scott 6LB1 through 6LB7—see Figure 5). In Cincinnati the local-post operator, Hiram Frazer, was appointed a government carrier from February 3, 1848, through June 5, 1849; therefore, examples of Frazer & Co.'s stamps used during this period are considered Carrier Department Stamps.

Philadelphia's first carrier stamps, issued in early 1849, were the small "U.S.P.O." typeset stamps, of

which Scott 7LB4 is the earliest recorded (March 13, 1849—see Figure 6). In May 1849 the Charleston, S.C. carrier department under Dr. John H. Honour's supervision issued the first of a series of carrier stamps, of which Scott 4LB2 is the earliest recorded (May 24, 1849—see Figure 7). In 1849 stamps were also issued in Boston (Scott 3LB1—see Figure 8) and by the revived carrier department in New York City (Scott 6LB9-11—see Figure 9). Baltimore joined the ranks of stamp-issuing carrier departments in 1850 or 1851 with the first "Post Office Despatch" issue (Scott 1LB1-5—see Figure 10). Subsequent to 1851, stamps were introduced



Figure 6. Philadelphia 7LB4, earliest recorded use, March 13, 1849. Figures 6-10 are examples of Carrier Department Stamps issued in 1849-51 period



Figure 7. Charleston 4LB2, earliest recorded use, May 24, 1849



Figure 8. Boston 3LB1



Figure 9. New York City 6LB9

at carrier departments in Cincinnati (C.C. Williams, 1854), Cleveland (H.S. Bishop, 1854), Louisville (D.B. Wharton, 1857, and Brown & McGill, 1858) and St. Louis (E.H. Comstock, 1857, and possibly earlier). Throughout the period when the Franklin and Eagle stamps were

available, carrier departments in several cities continued to use their own stamps. In fact, Baltimore's carrier department used its Horse & Rider issue at least until February 14, 1862 (latest recorded use, according to Denwood N. Kelly).



Figure 10. Baltimore 1LB.

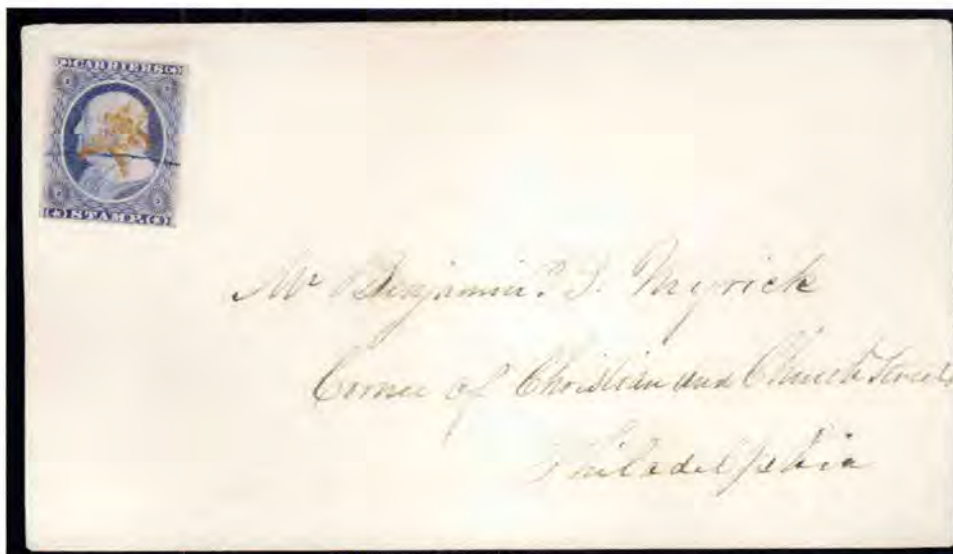


Figure 11. Position 19 from Left Pane with large plate crack across width of stamp. Red star cancel applied by Philadelphia carrier, who delivered letter to addressee at the corner of Christian and Church streets.

General Issue Carrier Stamps

When the U.S. post office planned the 1851 Issue in three denominations—1¢, 3¢ and 12¢s—it also created a special “Carrier Stamp” with Franklin’s profile facing left, in contrast with the regular 1¢ stamp with the profile facing right. The absence of a denomination was evidently intended to accommodate the 1¢ or 2¢ carrier fees permitted by law. The similarity between the Franklin Carrier and its regular-postage counterpart raised concerns that the two would be confused. Two letters from the Superintendent of the Philadelphia Carrier Department provide contemporary documentation of the problem and solution:

Philadelphia Post Office
Sept 27th, 1851

Sir,

Messrs Toppan, Carpenter & Co informed me yesterday that they have now ready for delivery a million and a half of the new carriers’ stamps, and that they are awaiting a requisition from the P.O. Department. This new stamp is so like the one cent stamp, that I am persuaded it will create great confusion. I had a long conversation with the engravers upon the subject, and they coincided with me in the opinion that some device more easily distinguishable from the Post office stamps should be adopted, and they offer to furnish a new plate for the purpose *without any additional charge* to the Department—in the course of a few days they will have completed a design which I will forward to you—they propose to have an oval something

like the one I send herewith, with a beautifully executed Eagle in the centre, and around the edge “U.S.P.O. DESPATCH — PREPAID ONE CENT” — this would designate at once the character of the stamp, and prevent the possibility of any mistake, and besides, the American Eagle handsomely and artistically executed, would commend itself to the favour of the American People, and would designate at once the nature of the service to which it is to be appropriated, and shew its Post-Official connexion—which the other fails to do—neither the P. Office nor one cent prepaid being lettered on them.

I have not time now to write you more in detail, but I have requested Mr. Lawrence to speak to you upon the subject, to whom I have explained the matter fully.

Very respectfully
Your obdt s
John C. Montgomery
Asst. P.M.

Hon. N.K. Hall
P.M. General
Washington

Another letter from Montgomery followed on October 5, 1851:

Philadelphia Post Office
October 5, 1851

Sir,

I have the pleasure of transmitting to you herewith an impression of the beautiful stamp respecting which I wrote to you a few days since. I have



Figure 12. This cover was mailed from New Orleans to a New York City street address on January 21, 1852. The 1851 3¢ Orange Brown pays regular postage. The Franklin Carrier stamp remains from what appears to have been a pair, from which one stamp was cut out and removed by a philatelic vandal.

exhibited it to a hundred judicious friends, by all of whom it is highly commended. Messrs Toppan & Co are so much pleased with it, that they offer to execute the plate and prepare the stamps without any additional charge to the Department—and I trust that it will meet with your approbation, and that you will, at your earliest convenience, give an order for the preparation of the new plate, as it so far superior to the head of Franklin, this speaking plainly for itself and designating its object—whereas the other will be continually confounded with the one cent stamp of the P.O. Dept., the only difference in the design of the two being, that in the one case, Franklin is looking *West*, the other his face is turned toward the *East*.

This new stamp tells its own story, and the Eagle will appeal at once to the affections and patriotism of the American People. When I suggested the idea to Mr. Toppan, he caught it up with avidity, and when he had executed the drawing, he agreed with me that the idea was conceived in “a fit of enthusiasm”. I was mistaken, or rather Mr. Toppan was mistaken, in the information he gave me respecting the number of carriers’ stamps already printed—he thought the number was 1,500,000, but he informed me yesterday that only 300,000 had been printed—and you would do me a kindness by giving me an order for some thousands of these which would answer our purpose until the new U.S.P.O. Despatch stamp shall have been printed. Have the goodness to favour me with your opinion and decision on this subject, and believe me to be

Very respectfully
John C. Montgomery
Asst. P.M. Pa.

On the back of Montgomery’s October 5th letter is Postmaster General Hall’s notation “October 10, 1851—Design approved and stamps ordered.”

The Franklin Carrier

The letters from Montgomery explain why the Franklin stamp was replaced with the Eagle so soon after the Franklin was issued. Official records confirm the following Franklin shipments:

- **October 11, 1851**—250,000 1¢ stamps noted as “carriers” sent to New York City. The Travers Papers indicate that this shipment was received in New York on October 13, 1851, but not placed on sale until *mid-May 1852* (6,800 sold; the balance returned in October 1852).²
- **October 11, 1851**—50,000 sent to New Orleans, received October 19, 1851.
- **October 21, 1851**—10,000 delivered to J.C. Montgomery, Philadelphia. The entry lists 20,000 Eagle stamps delivered to W.J.P. White on November 17, 1851. From the official records it



Figure 13. Strip of LO1 with New Orleans grid.

can be determined that 310,000 Franklin stamps were delivered, which is 10,000 more than the order submitted by the Post Office Department to Toppan, Carpenter, Casilear & Co. on August 12, 1851.

Carrier delivery to the mails was free in New York or New Orleans. For this reason and because the Franklin stamps were withheld from sale in New York until May 1852, the frequency of usage is in indirect proportion to the quantities shipped. Franklin usages from New York City, which received the most stamps, are the rarest (three covers and a few off-cover stamps). Examples from New Orleans, where 50,000 were received, are also very rare (only one cover, plus several pieces and off-cover stamps canceled at New Orleans). Philadelphia, which received the smallest quantity (10,000), is the origin of fourteen Franklin Carrier covers and most of the off-cover canceled examples.

The census of Franklin covers originally compiled by Robert B. Meyersburg has been maintained by this author. It contains the following numbers of covers for each city:

Philadelphia (10,000 delivered): 14 covers—including 3 tied by blue circular datestamp, 10 canceled by red star but not tied, and one tied by the red star. *Earliest use:* October 28, 1851. *Latest use:* December 6, 1852. See Figure 11.

New Orleans (50,000 delivered): 1 cover—one stamp remaining from a pair, used with 1851 3¢ Orange Brown on January 21, 1852, cover to New York City street address (see Figure 12—an explanation of this usage follows).

New York City (250,000 delivered): 3 covers—each of the three genuine covers has the Franklin stamp tied by the dateless red “New York” in circle and is addressed locally (two are September-October 1852 usages; see Figure 14); one of the three is contained in the Miller collection at the New York Public Library (Miller acquired Dr. Carroll Chase’s Carrier collection).

The cover in Figure 12 is the only accepted genuine Franklin Carrier cover with an additional regular postage stamp. Obviously, the act of a vandal in removing one stamp (almost certainly a Franklin Carrier) has diminished this cover’s collector appeal. However, as an artifact of postal history, it raises some challenging questions worth discussing in detail.

In advertisements placed by the New Orleans U.S. City Post carrier department, there is no mention of a carrier fee for delivery of a letter to the post office for mailing to another town. The advertisement appearing for several weeks, beginning June 12, 1851, states specifically:

When Delivered by the U.S. City Post

Each letter received by mail 2c additional

Each drop letter. 1c do

Each city letter 1c

Each circular or handbill 1c do

Each newspaper or magazine 1/2c do

M. MUSSON, Postmaster

June 10, 1851.

New Orleans carrier covers substantiate free carrier delivery to the mails, but the Franklin cover in Figure 12 appears to be an attempt to prepay a 2¢ carrier fee in addition to regular postage. The cover has the U.S. City Post snow-shovel datestamp in green, which confirms carrier delivery to the New Orleans post office. The cover is also addressed to a street location in New York City, which usually indicates that the sender expected the receiving city’s carrier department to deliver the letter to the addressee. In New York City, the charge for delivering an out-of-town letter from the post office to the addressee’s residence or business was 2¢. Therefore, in this case it may have been the sender’s intention to prepay New York City’s carrier fee for delivery. Despite the fact that prepayment of another city’s carrier fee was not permitted, due to the inability of carrier departments to exchange credits and debits, the sender’s intention could have been to ensure that the letter was delivered without any charge to the addressee.

The existence of a Franklin strip of three with the New Orleans grid cancel (Figure 13) also indicates that the stamps were misused for regular postage in that city. The New Orleans postmaster evidently permitted or advised inappropriate use of the Franklin stamp.

The three genuine Franklin covers from New York City are city-delivery letters. One is addressed to John J. Latting at 85 Fulton Street (no date reported); it is ex Chase and now part of the Miller collection in the New York Public Library. The other two covers are: the October 28, 1852 cover to Henry Mathews at the Union Hotel (ex Seybold and Golden—see Figure 14); and a September 15, 1852 folded letter to David Sands at 141 William Street (Mazza collection; ex Caspary and Middendorf). The two dated examples correspond to the Travers data indicating that the Franklin Carrier, although received in New York on October 13, 1851, was not placed on sale until mid-May 1852. Wilson Hulme, who has been involved in the Travers Papers project, reports that the Franklin Carrier was withheld

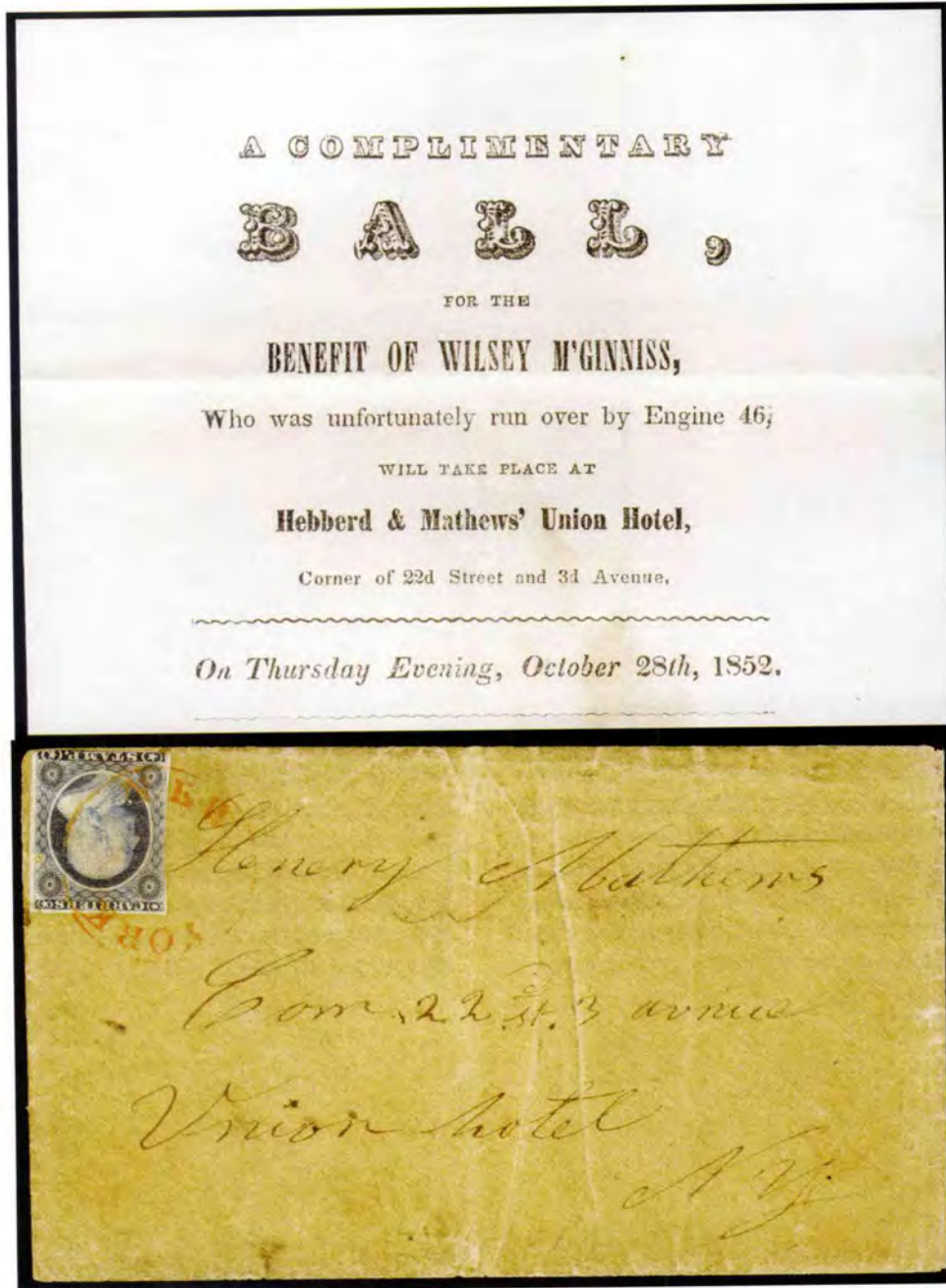


Figure 14. This cover is one of three recorded with the Franklin stamp used in New York City. The enclosure is an invitation to a "Complimentary Ball" for the benefit of Wilsey McGinniss, a firefighter who was "unfortunately run over by Engine 46," to take place October 28, 1852.

from sale because of a dispute over discounting carrier stamps.

The Eagle Carrier

The thought process behind the decision to replace the Franklin Carrier with the Eagle Carrier stamp is

revealed in the two previously-quoted letters from John C. Montgomery, Superintendent of the Philadelphia Carrier Department, and other correspondence published in the 1913 *Steinmetz Miscellany* (excerpts later published by Elliott Perry in his series in *The Philatelist*). Basically, the Franklin Carrier was perceived as too similar in appearance to the regular 1¢ stamp of the 1851 Issue.

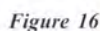


Figure 15

Figures 15-17. Three different usages are represented by these Eagle Carrier covers: Figure 15 is a to-the-mails usage that entered the post office in Cincinnati and was sent to New York City; Figure 16 is a local-delivery letter between correspondents in Philadelphia; and Figure 17 is a 2¢ intra-city carrier fee charged by the Cincinnati carrier department.

Montgomery's suggested replacement design incorporates "U.S.P.O. Despatch," the name used by Philadelphia's carrier department, and the 1¢ denomination reflecting Philadelphia's carrier fee. In contrast, the Franklin Carrier was simply labeled "Carriers Stamp" without a stated value, an omission that was probably designed to accommodate the 1¢ or 2¢ fees in different cities. It is somewhat surprising that the Post Office Department accepted the proposed design and completely abandoned the generic character of the Franklin Carrier.

Production of the new Eagle Carrier commenced with authorization from Postmaster General Hall on October 10, 1851 and the first delivery of 20,000 stamps was made by Toppan, Carpenter, Casilear & Co. in Philadelphia on November 17, 1851. The order for "one million stamps" was placed by the Post Office Department, but there is no record to confirm the actual number of stamps printed and issued. The reason for this uncertainty is that, unlike regular postage stamps, the carrier stamps were not billed to the Post Office Department. Instead, they were distributed and billed per requisition from the separate carrier departments. To date, no records have been located to produce a

complete inventory of stamps delivered to the various city carrier departments.

The Eagle Carrier was used principally in Philadelphia and Kensington, Pa., Cincinnati and Washington, D.C., and it seems certain that regular shipments were made to these cities. Eagle Carrier covers exist from Cleveland, New York City, Wilmington and a few other offices, but they almost certainly represent the irregular use of a stamp carried into the city by a visitor.

Currently, there is no large body of Eagle Carrier census data known or available to this author, from which a reliable list of earliest dates at each office can be formed. According to Elliott Perry's published information and the author's survey of auction records, the Eagle Carrier was used in the principal cities during the following periods:

Philadelphia: *First delivery:* November 17, 1851. *Earliest use:* January 3, 1852. *Latest use:* March 12, 1857.³

Kensington Pa.: Usage appears to be from 1853 through 1856.

Cincinnati: C.C. Williams was appointed carrier on September 22, 1854. *Earliest use:* September 25, 1854. *Latest use:* December 22, 1860.

Washington, D.C.: Usage begins in the fall of 1853. *Latest use:* May 27, 1863.

On most covers, the Eagle Carrier is used to prepay the 1¢ collection fee for a letter carried to the post office and addressed to another post office. Letters to the mails may have been dropped in a letter box for pick-up or handed to a carrier as he made his rounds. The Eagle Carrier is typically used with a regular postage stamp or handstamped marking indicating prepayment (see Figure 15).

A somewhat scarcer use of the Eagle Carrier is on a cover addressed within city limits with a single stamp paying the 1¢ intra-city carrier fee (see Figure 16). In extremely rare cases, 1¢ drop postage was also charged, because the letter was carried to the post office for pick-up by the addressee, or it was left at the post office and given to the carrier department for delivery.

One of the rarest Eagle Carrier usages occurs exclusively in Cincinnati, where there was a 2¢ intra-city carrier fee. Only three or four examples are known with the 2¢ fee paid by two Eagle Carrier stamps (see Figure 17).

The vast majority of surviving Eagle Carrier covers are addressed to locations within the United States. The author is aware of 11 covers (including a half-cover) addressed to foreign countries, including:

Canada: One cover from Philadelphia with 1¢ and 3¢ 1851 Issue, ex Meyersburg (see Figure 18).

Denmark: Half-cover from Cincinnati with 3¢ 1851 Issue, ex Meyersburg.

England: Four from Philadelphia, from a correspondence discovered in 2000, one of which has



Figure 18 (left). Eagle Carrier plus 10¢ rate from Philadelphia to Toronto.

eight 3¢ 1851 stamps and another has a pair of 12¢ 1851 (see Figure 19).

France: Two covers from Cincinnati, both ex Ezra D. Cole (Siegel Sale 747), one with 3¢ 1851 stamps.

Germany: One cover with 5¢ and 10¢ 1857 Issue, ex Hall, and another from Philadelphia.

Syria: From Cincinnati to Boston with 3¢ 1857, then carried outside the mails to Syria, ex Golden.

A Survey of Carrier Department Stamps Used in the 1851 Issue Period

The relationship between General Issue and Carrier Department stamps is similar to the relationship between General Issue postage stamps and Postmasters' Provisionals. The General Issues, in both cases, were created by a central authority and distributed upon requisition to various offices. Postmasters' Provisionals and Carrier Department Issues were created and used by the offices of origin.

However, between the latter two there is a distinct difference. Postmasters' Provisionals were necessary before General Issue stamps were available—in the case of United States provisionals, between July 1845 and July 1847—but their use generally ended with the availability of General Issue stamps. On the other hand, the Carrier Department stamps continued in use *after* the Franklin and Eagle General Issues became available. Why is this so? Why would carriers and the carrier departments continue to issue their own stamps when they could requisition a supply of the



Figure 19 (above). Eagle Carrier plus 24¢ rate from Philadelphia to Liverpool.



Figure 20. Baltimore 1¢ Green Carrier Department stamp used with 3¢ 1851 Issue on an 1852 folded letter to New York City postmarked December 17. The 1¢ carrier stamp prepays the to-the-mails fee. Although Baltimore announced free delivery to the post office in June 1851, the 1¢ to-the-mails fee was charged throughout the 1851 Issue period.

Eagle Carrier? The answer to this question has not yet been established, but it might be that locally-produced stamps were less expensive than Toppan, Carpenter's engraved product. Carrier departments had to pay for the production cost of stamps, so savings derived from a less-expensive product were significant.

A survey of covers with Carrier Department stamps during the period from 1851 through 1857 leads to some intriguing observations. One theory to emerge from studying covers is that some carrier stamps were sold to the public and applied by the sender to mail before mailing, but not always. It appears that some stamps were affixed by carriers as a means to account for payments received in coin. It is also likely that clerks in stores and hotels where mail boxes were located might have sold and affixed carrier stamps as a convenience to customers.

Imagine you are a carrier, walking your route and receiving letters to be brought to the post office. The letters go into your mail bag, but what do you do when someone hands you a letter with a coin for your carrier fee? If the coins received go into a separate pouch, how will you indicate receipt of payment of the carrier fee on the corresponding letters? Likewise, if your compensation from the carrier department is based on the number of letters you carry, how will the carrier department track your earnings? Or, if you have a letter box located in your store, you probably have carrier stamps available, and a customer might give you a coin and ask you to affix the stamp.

If we look at the stamps in the context of their practical application, some of the peculiar patterns of use make more sense. As the author surveys the Carrier Department issues used in the 1851 Issue period, the reader should consider how the stamps served the public's needs and the needs of the carriers, too.

Baltimore, Maryland

Baltimore presents a puzzling anomaly to postal historians. The June 19, 1851 announcement of the reorganization of Baltimore's carrier service by postmaster Charles T. Maddox specifically states that letters would be taken to the post office *free of charge*. At the same time the announcement specifies a 2¢ fee per letter from the mails—that is, a letter from out of town delivered to the addressee from the post office—and a 1¢ fee per intra-city letter. However, free delivery to the mails must have been abandoned soon after, because a significant number of genuine covers dated after the June 1851 announcement show prepayment of the carrier fee and postage for postage to another city. The cover in Figure 20 is an example of the 1¢ fee on a letter carried to the mails in 1852.

The earliest recorded use of the first Baltimore Carrier Department issue documented by Elliott Perry is dated April 23, 1850 (see Figure 10), but a date study of Baltimore covers by Wilson Hulme indicates that the year of mailing might actually have been 1851, followed by the next earliest cover, dated July 16, 1851.



Figure 21. Folded letter dated October 21, 1849 (postmarked October 23), with "One Cent L.M.B." Red on Bluish stamp believed to have been used by Livingston M. Bennett, a Baltimore carrier appointed July 12, 1849. This stamp is probably the predecessor of the first Baltimore Carrier Department issue of 1850.

Baltimore's new carrier department was established in February 1849 by postmaster James M. Buchanan of provisional issue fame. In May 1849 Buchanan was succeeded by Charles T. Maddox, who is believed to be the one responsible for issuing the first stamps.

The precursor to the first "Post Office Despatch" issue is almost certainly the "One Cent L.M.B." Red on Bluish stamp, of which only one example has been found, used on an October 21, 1849 folded letter (see Figure 21). It is attributed to a carrier named Livingston M. Bennett. Keeping in mind the theory that Carrier Department stamps sometimes served an accounting purpose, the L.M.B. stamp on this cover might not have been sold to the public, but was instead applied by Bennett to show that his fee had been paid in coin. It is also likely that some covers with subsequent Baltimore Carrier Department issues were stamped in a similar manner.

Boston, Massachusetts

Boston's carrier service was reorganized in February 1849 and again in July 1851.⁴ The Boston carrier department never used the Franklin and Eagle Carrier stamps, but issued in succession two simple typeset stamps. The first issue (Scott 3LB1, see Figure 8) was printed in metallic blue ink on very thin pelure paper. Many 3LB1 covers cannot be year-dated, but the earliest use recorded by Perry is August 13, 1849. It is probable that the same stock material was used to produce the first stamps of Hawaii (the "Missionaries") and of the Boston carrier department, based on the similarity of

the ink and paper, Boston's role as a source of supplies and origin of missionaries to Hawaii, and the closeness of issue dates (1849 and 1852).

The earliest use of the second Boston Carrier Department issue (Scott 3LB2) is recorded by Perry as April 30, 1851. The stamp was available for use during the last months of the 1847 Issue and appears to have replaced the first issue entirely by July 1, 1851, when the 1851 Issue postage stamps were issued. The author has no record of the first carrier issue, 3LB1, used with the 1851 Issue.

The 1¢ carrier fee applied to each letter delivered within Boston or to the mails. Therefore, the second carrier issue, 3LB2, is frequently found used with the 3¢ 1851 Issue. A typical combination cover is shown in Figure 22. In the example shown and among a significant number of surviving combination covers, the carrier stamp is affixed in a random position on the cover, often far from the regular postage stamp. On such covers the carrier and postage stamps are not affixed together or symmetrically, as they might be if both were applied by the sender. The arrangement of stamps actually resembles covers from a later period with Postage Due adhesives that were affixed by a postal clerk. It appears that when the carrier stamp is affixed haphazardly, it might have been applied by the carrier, not the sender. Or perhaps the letter was brought to a place where a drop box was located and carrier stamps were sold. One can imagine a customer presenting his letter and coin to the clerk, who applies the carrier stamp before dropping the letter into the box.



Figure 22. Boston Carrier Department 1c Blue (Scott 3LB2) used with 3c 1851 on cover

Charleston, South Carolina

Charleston's carrier department was announced by its superintendent, Dr. John H. Honour, in the May 9, 1849 advertisement in the *Charleston Mercury*. Service was provided by a group of carriers, all related by marriage, who operated under their own names through 1861 (service continued into the Confederate period). The stamps issued by these individuals—Honour, Kingman, Martin, Steinmeyer and Beckman (in order)—exist in a wide variety of styles and typographic settings. Only the Honour's and Kingman's issues are known used during the 1851 Issue period and in combination with regular postage.

The one Martin's issue (circa 1858) is known only in the form of four uncanceled stamps. Steinmeyer's and Beckman's stamps are believed to have been issued in 1860 and 1861.

The stamps issued by Dr. Honour are listed in the Scott Catalogue out of correct chronological order. The following list is in correct order with the earliest known use or approximate date of issue in parentheses. The asterisk (*) indicates that the stamp is known used with the 1851 Issue.

4LB2 (edu May 24, 1849)—Oval design, "Honour's City Express" label, Yellow paper

4LB1 (edu July 14, 1849)—As above, Brown Rose paper

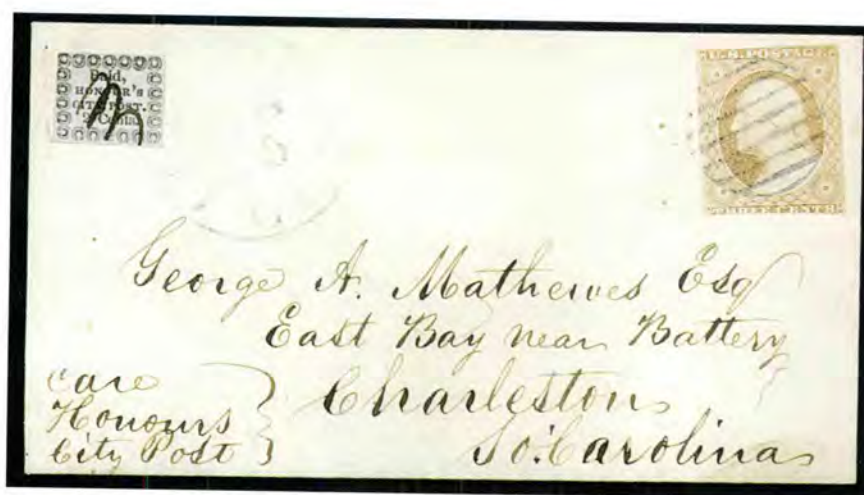


Figure 23. Cover mailed from Clarksville, Ga., with Honour's stamp affixed by sender and directed "Care of Honour's City Post." The carrier stamp is tied by the blue Clarksville circular datestamp and paid for delivery to the addressee. The "M" initial is either a cancel or pre-use control mark.

- 4LB7 (October 1849)—Rectangular border of pearls, "Honour's City Post" label, Yellow paper
 4LB5* (June 1850)—As above, Bluish pelure paper
 4LB8a* (December 1850)—First setting, border of pearls, "Paid." with period, Bluish paper
 4LB8* (January 1851)—Second and later settings, "Paid," with comma, Bluish paper (shades)
 4LB3* (mid-1854)—Generic "City Post" design
 4LB11* (mid-1855)—Star border, "Honour's Penny Post" label, Bluish paper
 (late 1857)—Border of links, "Honour's City Post" label, Bluish paper

Elliott Perry's *Philatelist* series quotes extensively from interviews with Charleston's surviving carriers conducted in 1875 by William H. Faber, a student of Charleston postal history. Faber's interview transcripts and correspondence were provided to John Luff, who published them in full in the March 1898 *American Journal of Philately*. Excerpts appear in Perry's *Philatelist* articles of June and July 1974. They provide fascinating first-hand accounts of Charleston's carrier operations and stamps.

The 2¢ carrier fee in Charleston applied to all categories of letters: intra-city, to the mails and from the mails. Large Valentines were charged two or three times the regular fee. In contrast with Philadelphia and New York City, there are several examples of Charleston carrier stamps used on mail received from other post offices. The 2¢ fee for delivering a letter from the Charleston post office to a local resident could be prepaid by the correspondent outside the city, using stamps purchased from the carrier department. One of the carriers, Joseph G. Martin, gave details of this arrangement in his interview:

I sometimes had orders from people in New York for my stamps. People going away would carry my stamps with them and when writing to parties in Charleston would place them on their letters, in addition to the regular United States stamps, which would secure their free delivery.

The cover in Figure 23 is evidence of the arrangement described by Martin. The sender in Clarksville, Georgia, applied both the Honour's 4LB8 carrier stamp and the 3¢ 1851 Issue, and also wrote the instructions "*Care Honours City Post*" at lower left. We can be certain the Honour's stamp was affixed at Clarksville, because the blue "Clarksville Ga. Aug. 15" datestamp ties it to the cover. Less certain is whether the "M" initial was a control mark applied before the stamp was used, or if it is simply a cancel. The final downward stroke of the



Figure 24. Honour's first issue (4LB1- 4LB2) was probably copied from Boyd's Eagle & Globe design. Note the name "City Express Post", which was used on the Boyd's stamp, but was not the name used by Honour's City Post.

"M" appears to stop at the edge of the stamp and does not extend onto the cover, which is suggestive of a control mark. Martin reported that he replaced Kingman as a carrier in March 1858, so it seems unlikely Martin was involved at the time this cover was mailed.

With one exception, the stamps issued in Charleston carried the name of each carrier. Based on the Faber interviews, the carriers ordered their own stamps. Martin's recollection was that he had his stamps printed by Robert James and Williams, located on State Street. Kingman recalled that "some" Honour's stamps were printed by A.J. Burke and "some" by Harper & Caloo. Kingman further recalled that the first Honour's stamp (oval design, 4LB1 and 4LB2) was printed from a "stamp or die cut" that was "abandoned" and replaced with stamps made from "ordinary type." As Figure 24 shows, the Honour's die was probably copied from the then-current Eagle & Globe stamp used by Boyd's City Express of New York City. The name "City Express Post" on Honour's oval stamp does not appear in any of the contemporary ads or subsequent issues. The blank oval at the center suggests that the Charleston engraver was unable to engrave the Eagle & Globe and could not obtain a stock die.

The exception to the named Charleston carrier issues is the generic "City/2/Post" typeset stamp (4LB3), issued sometime in mid-1854 and known with carrier initials. An example of the generic issue is shown in Figure 25. It is likely that this stamp was designed and printed for use by either Dr. Honour or E. J. Kingman, who shared the city routes at this time.

Another Honour's stamp known used during the 1851 Issue period is the typeset 4LB11 design with star border. Dated examples indicate the 4LB11 stamp was released in mid-1855. An example used with the 3¢ 1851 is shown in Figure 26.

Figure 25



Figure 26



Figure 27



Figures 25-26. Examples of Honour's 4LB3 and 4LB11 stamps used to pay carrier fee to the mails. Figure 27. Kingman's 4LB15 stamp prepaying carrier fee for delivery from the Charleston post office on mail received from the Raleigh, N.C., post office, July 22, 1857. Kingman's name was scratched out by the carrier.

The other Charleston carrier to issue stamps during the 1851 Issue period was Eliab J. Kingman, who was Dr. Honour's brother-in law and served as the first assistant in the carrier department, beginning in 1849. Kingman is reported to have received his appointment as an official carrier in 1851 and to have retired in March 1858. Kingman issued two stamps, the four-line typeset design (4LB15) first, followed by the three-line typeset design (4LB14). The Scott Catalogue reverses the correct

chronological order. While 4LB15 came earlier, it appears to have been released again (after 4LB14) late in Kingman's tenure, with two examples showing the "Kingman's" name literally scratched off the surface of the paper after being canceled. It is possible that the scratch-out was made by another carrier to prevent confusion about who was to receive the fee. An example of this name-erased variety is shown in Figure 27.

Figure 28



Figure 29



Figures 28-29. Williams' City Post (Cincinnati) and Bishop's City Post (Cleveland) carrier stamps used with 1¢ and 3¢ 1851 Issue stamps. The Williams' City Post stamp prepays (actually overpays) the to-the-mails fee on a printed circular. The pair of Bishop's stamp pays the 2¢ from-the-mails fee on a cover mailed from Ogdensburg, N.Y.

Cincinnati, Ohio

Beginning in late October 1854, C.C. Williams was appointed as superintendent of Cincinnati's carrier department, which had functioned sporadically since 1837 (in fact, there was no carrier service from October 1845 to February 1848). The earliest advertisements for Williams' City Post specified carrier fees for city delivery (2¢) or delivery to the mails (1¢). The announcements specifically required that carrier fees be prepaid with carrier stamps; that is, the Eagle General Carrier Issue (LO1) or Williams' City Post (9LB1) stamps issued for this purpose. Research by Elliott Perry establishes that Williams left the carrier department and joined the post office as a clerk on April 1, 1855. However, the 9LB1 stamp remained in use, as evidenced by two genuine covers dated in May 1855 and June 1855. The Williams 9LB1 stamp is extremely rare, with one unused pair, seven or eight singles known off cover (or added to covers)

and six genuine covers, one of which is shown in Figure 28.

Cleveland, Ohio

Henry S. Bishop was appointed to operate the Cleveland carrier department on December 21, 1853. Research by Elliott Perry shows that Bishop became an employee of the post office on July 1, 1854, but the city post continued to function, with or without his direct participation. Bishop issued two stamps: the 10LB1 Blue with blank oval, presumably designed to accommodate more than one denomination; and the 10LB2 Black with 2¢ value. Both are very rare. The census by Thomas F. Allen⁵ is still current with seven 10LB1 covers recorded. The cover in Figure 29 bears the only recorded pair of the 10LB1 stamp, and it is the only known example of the 2¢ from-the-mails fee paid by stamps.

TABLE A
Summary of Drop Letter and Carrier Postal Rates in New York City (1794-1885)

Compiled by Steven M. Roth
Reprinted from The Chronicle, November 1972, Vol. 26, No. 4

Possible Combinations

A. Deposited in Post Office:

1. Delivery to addressee over-the-counter at the post office (drop letter with no carrier involved).
2. Delivery to another post office (normal postal rates applicable to out-of-town transmission).
3. Delivery to addressee at home or business (drop letter with delivery by carrier from post office box or collection box to addressee).

B. Deposited in Collection Box:

1. Delivery to addressee at home or business (not a drop letter; handled only by the carrier department, which delivered the letter from the collection box to the addressee). No drop letter fee.
2. Delivery to post office for transmission to an out-of-town destination (various transient rates at different times; not a drop letter).
3. Delivery to post office for over-the-counter pick-up by addressee (drop letter; no carrier involved after receipt at post office).

C. Received at Post Office for Local Delivery ("From the Mails"):

1. Delivery to local addressee by carrier (not a drop letter). Carrier fee collected in addition to normal postage.
2. Pick-up by addressee over-the-counter at the post office. Not a drop letter.

<i>Type of Delivery (per above)</i>	<i>Date of Law or Rate</i>	<i>Amount Prepaid to or Collected by Post Office</i>	<i>Carrier Fee</i>	<i>Total Charge for Service</i>
Source: Act of 5/8/1794 Rate in Effect:				
	(effective 6/1/1794)	Normal Postal Rates (NPR)		
	(1 Stat. 359)	or 1c Drop Rate 2c		
A1		1c	—	1c
A2		NPR	—	NPR
A3		1c	2c	3c
B1		—	2c	2c
B2		NPR	—	NPR
B3		1c	—	1c
C1		NPR 2c		NPR+2c
C2		NPR —		NPR

The same rates were continued in the Acts of March 2, 1799; April 10, 1810; March 3, 1825; and March 2, 1827. The 1843 *Postal Laws & Regulations* indicates that these rates were generally continued in effect as of 1843 except that, pursuant to Section 249, carriers for the United States City Despatch Post in New York City were authorized to collect 3c on each letter deposited in any part of the city and delivered in another. From February 1, 1815, to March 31, 1816, the "War of 1812" rate applied, increasing all postal rates (including the drop letter rate) by 50 percent. This surcharge did not apply to carrier fees, which were not considered to be postal rates, *per se*. Since carrier fees were generally paid in cash to the carrier, the carrier rate was not necessarily shown on the cover.

The Act of July 2, 1836 (5 Stat. 89), authorized the Postmaster General to set the carrier fee for delivery and collection at a figure *not exceeding 2c*.

TABLE A (continued)
Summary of Drop Letter and Carrier Postal Rates in New York City (1794-1885)
 Compiled by Steven M. Roth
Reprinted from The Chronicle, November 1972, Vol. 26, No. 4

<i>Type of Delivery (per above)</i>	<i>Date of Law or Rate</i>	<i>Amount Prepaid to or Collected by Post Office</i>	<i>Carrier Fee</i>	<i>Total Charge for Service</i>
	Source: Act of 3/1/1845 (effective 7/1/1845) (5 Stat. 733)	Rate in Effect: NPR or 2c Drop Rate 2c		
A1		2c —		2c
A2		NPR	—	NPR
A3		2c	2c	4c
B1		— 2c		2c
B1	February 1849 in New York City	— 1c		1c
B2		NPR	1c	NPR+1c
B3		2c —		2c
C1		NPR	2c	NPR+2c
C1	February 1849 in New York City	NPR	1c	NPR+1c
C2		NPR	—	NPR

<i>Type of Delivery (per above)</i>	<i>Date of Law or Rate</i>	<i>Amount Prepaid to or Collected by Post Office</i>	<i>Carrier Fee</i>	<i>Total Charge for Service</i>
	Source: Act of 3/3/1851 (effective 7/1/1851) (9 Stat. 587)	Rate in Effect: NPR or 1c Drop Rate	1c	
A1		1c —	—	1c
A2		NPR —		NPR
A3		1c	1c	2c
B1		—	1c	1c
B2		NPR —*		NPR
B3		1c	1c	2c
C1		NPR 2c		NPR+2c
C2		NPR —		NPR

*No charge in New York City for collection and delivery to the post office "to the mails"

Drop letter rate (1c) continued in the Act of 1855 (10 Stat. 641).

TABLE A (continued)
Summary of Drop Letter and Carrier Postal Rates in New York City (1794-1885)
 Compiled by Steven M. Roth
Reprinted from The Chronicle, November 1972, Vol. 26, No. 4

Source: Act of 4/3/1860 Rate in Effect: 1c
 (effective 4/3/1860) NPR or 1c Drop Rate
 (12 Stat. 11)

A1	1c	—	1c
A2	NPR	—	NPR
A3	—	1c	1c**
B1	—	1c	1c
B2	NPR	1c	NPR+1c
B3	1c	1c	2c
C1	NPR	1c	NPR+1c
C2	NPR	—	NPR

**Act prohibited drop letter charge on all letters delivered in New York City by carrier (only carrier fee charged).

Source: Act of 6/15/1860
 (effective 7/1/1860)

This Act set the carrier fee at 1c and removed all discretion of the Postmaster General to change or adjust fees (as was permitted under the old laws, which set the fees as "not exceeding 2c or 1c," as the case may be).

Source: Act of 3/3/1863
 (effective 7/1/1863)
 (12 Stat. 704)

Under this Act, carrier fees were abolished. The drop letter rate was increased from 1c to 2c, whether or not the post office provided carrier service; 1c went into the carrier budget (not to the carrier) of the Post Office Department. Carriers were placed on annual salary. During this period, letter carriers were employed in only about 50 post offices of approximately 20,000 in existence.

Source: Act of 3/3/1865
 (13 Stat. 507)

Drop letter rates from and after July 1, 1865:

1865-1885 (Cities with Free Delivery = Carrier Post Office), per half ounce:

At Carrier Post Office = 2c (included extra 1c charge in cities having free city delivery)

At Non-Carrier Post Office = 1c

1885 (23 Stat. 387, effective 7/1/1885), per ounce:

TABLE B
Carrier Stamp Usage in Philadelphia 1849-1857

Earliest and latest dates are based on author's survey of auction records and are subject to revision.

YEAR:	1849		1850		1851		1852		1853		1854		1855		1856		1857	
HALF-YEAR:	1H	2H	1H	2H	1H	2H	1H	2H	1H	2H	1H	2H	1H	2H	1H	2H	1H	2H
Scott Type/Number:																		
Typeset "LS" Rose 7LB4																		
Typeset Vermilion 7LB8																		
Typeset Yellow 7LB9																		
Typeset "H" Rose 7LB3																		
Typeset Rose 7LB6																		
Typeset "S" 7LB2																		
Typeset "LP" 7LB1																		
Typeset Blue 7LB7																		
Typeset "JJ" 7LB5																		
Litho Gold/Blk 7LB11																		
Litho Blue 7LB12																		
Franklin LO1																		
Eagle LO2																		
Litho Black 7LB13																		
HS C31 Blue/Buf 7LB14																		
HS C31 Blk/1c 1851 7LB16																		
HS C32 Blk/1c 1851 7LB18																		

New York City

The New York City carrier department was reestablished in January 1849 under the supervision of Robert Roberts. The earliest announcement mentions the availability of "stamps receivable for City Postage only," which refers to the small round "U.S. Mail" issue (6LB9-11). Between January 1849 and June 30, 1851, the New York carrier department charged 1¢ for delivery to the mails or from the mails. From July 1851 to April 1860, *carrier service to the mails was free*, and 2¢ was charged for delivery from the mails. Drop letters left at the post office could be delivered by carrier for a 1¢ fee plus 1¢ drop rate.

The policy of free to-the-mails service in New York City had a significant effect on carrier covers from the 1851 Issue period. It explains why (a) there are so few examples of the U.S. Mail stamp used with the 1851 Issue (but there are numerous 1847 Issue combination covers); (b) there are no properly prepaid 1¢ carrier plus regular postage covers from New York City with the 1851 Issue; and (c) there are no properly prepaid Franklin or Eagle Carrier covers from New York City addressed to other post offices. Surviving 1¢ plus 3¢ 1851 Issue

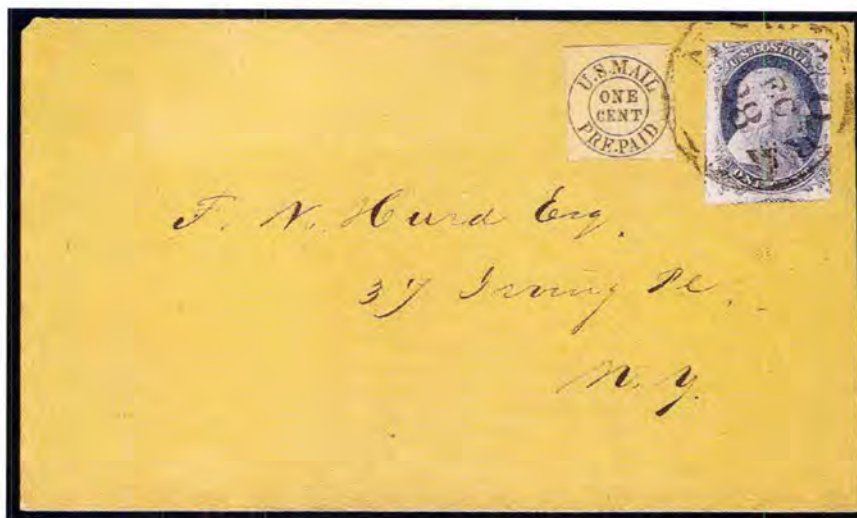


Figure 30. New York City Carrier Department stamp used with 1¢ 1851 Issue to prepay the carrier fee and drop rate

covers from New York are rare, but incorrectly prepaid

A remarkable cover is shown in Figure 30, which demonstrates the rare use of a U.S. Mail carrier stamp after June 1851. It is an intra-city letter that was dropped at the post office for delivery by a carrier. In **Table A** (Pages 210-212), this is shown as the "A3" category of mail. The 1¢ 1851 stamp pays the drop rate, and the carrier stamp pays the 1¢ carrier fee. To date it is the only recorded example of the carrier fee and drop rate prepaid by this combination of stamps.

Philadelphia, Pennsylvania

Philadelphia's Carrier Department stamps are the most diverse of all, even surpassing Charleston's. **Table B** (on Page 213) presents the various issues in chronological order, which will assist readers in understanding how the stamps relate to each other and to the regular postage stamps of the same period.

The chart graphically depicts the significant transition from the small typeset stamps (7LB1-7LB9) to the Gold on Black lithographed stamp (7LB11) between January and March 1851. With the exception of a few covers with untied stamps, which may or may not belong, the typeset issues disappear from Philadelphia's



Figure 31. U.S.P.O. 1¢ Black on White 7LB13 carrier stamp used with 3¢ 1851 postmarked Feb. 16 (1852). The use of the Blue and Black lithographed stamps (7LB12-13) overlaps the Franklin and Eagle General Issue.

landscape after January 1851. The Gold on Black 7LB11 stamp is found exclusively from March until October

1851, when both the Blue on White lithograph of the same design (7LB12) and the Franklin Carrier first appear, almost concurrently.

The Eagle Carrier first appears on dated covers



Figure 32. 7LB14 (in blue). Figure 32-36. Examples of the C31 (Eagle on top) and C32 (larger) oval handstamps used to make Philadelphia Carrier Department adhesives (7LB14, 7LB16 and 7LB18) from the gummed margins of 1¢ 1851 sheets.

beginning January 3, 1852. For a period of nine months to a year, there are no fewer than four different carrier stamps being used in Philadelphia: the two General Issues (Franklin and Eagle) and the two Carrier Department Issues (Blue 7LB12 and Black 7LB13—see Figure 31). This four-stamp race is reduced to a two-stamp race as the Franklin Carrier and Blue 7LB12 fade out of use by the last quarter of 1852. The latest recorded date for the Black 7LB13 is January 17, 1853. Beginning in 1853 the Eagle Carrier is the only adhesive carrier stamp used, together with stampless markings applied to indicate prepayment.

Use of the Eagle Carrier seems to have dropped significantly by the first quarter of 1856. At about the same time, dated covers and pieces appear with examples of adhesives and prepaid envelopes made from the two different "U.S.P.O. Despatch/Pre-Paid/One-Cent" oval handstamps. The Philadelphia handstamped adhesives (7LB14, 7LB16, 7LB18) are extremely rare and present some unusual patterns of use. [Note: The untied 7LB18 cover dated August 7, 1852, ex Caspary and Middendorf, precedes the cluster of 1856 usages by approximately four years, with no other examples closing the gap; therefore, it is not considered to be a reliable dated usage.]

Using the oval handstamps, Scott types C31 (Eagle on top) and C32 (large oval), the carrier department created adhesives by making impressions on brown

Scott	Oval Type	Color	Paper	Shown As
7LB14	Type C31 Eagle on Oval	Blue	Brown Gummed Craft Paper	Figure 32
7LB16	Type C31 Eagle on Oval	Black	1¢ 1851 selvage	Figure 33, 36
7LB18	Type C32 Large Oval	Black	1¢ 1851 selvage	Figures 34-35

gummed paper (in blue ink) and on the margins of 1¢ 1851 sheets (in black ink). We can be certain that sheets from Plates 1 Late and Plate 2 were used, because the position of the imprint on at least two 7LB18 stamps matches Plate 1 Late, not Plate 2, and on one 7LB18 stamp, the distinctive marks of Position 10R2 are captured (see Figure 34). The earliest known use of Plate 1 Late is June 5, 1852. The earliest known use of Plate 2 is December 5, 1855, which is significant, because it establishes the earliest possible date for the 7LB16/7LB18 stamps from Plate 2. The blue 7LB14 is probably an earlier issue. The 7LB16/7LB18 stamps on Plate 1 Late sheet margins could be earlier than 1856, but that is unlikely for reasons soon to be explained.

The handstamped adhesives are listed in the Scott Catalogue as follows:

There is a coincidence of four circumstances in Philadelphia's carrier system in 1856: (1) the diminished use of the Eagle Carrier; (2) the inventive use of the C31/C32 handstamps to make adhesives; (3) the sudden appearance of covers with the 1¢ 1851 used pay the carrier fee, which prior to mid-1856 do not exist (see Figure 37); and (4) the consistent use of black ink for all markings and the use of the seven-bar grid or C32 oval handstamp to cancel the Eagle Carrier or 1¢ 1851.

Another pattern of use relevant to the coincidences just described is the frequency of combinations of the 7LB16 and 7LB18 carrier stamps with the 1¢

1851 Issue. Despite the fact that Philadelphia carrier covers with 1¢ 1851's are extremely rare in any period, many of the extant pieces and covers with the 7LB16/7LB18 handstamped adhesives also have three of the 1¢ 1851 from Plate 1 Late or Plate 2 (some showing the large Plate 2 crack). Based on the statistics



Figure 33. 7LB16



Figure 34. 7LB18 showing guide dots of Pos. 10R2



Figure 35. 7LB18 with Pl. 2 strip showing crack

for Philadelphia carrier covers dated before 1856, the chance of having even one 7LB16/7LB18 used with a 1¢ 1851 should be very small. Yet the typical 7LB16/7LB18 combination is with the 1¢ 1851 Issue. How is this aberration explained?

The author has a theory that ties all of these circumstances together. Its premise is that the supply of Eagle Carrier stamps in Philadelphia was sold out by mid-1856, which created the need for provisional means to provide for prepayment of the carrier fee. As the Eagle Carrier supply ran out, the Carrier Department obtained sheets of imperforate 1¢ 1851 stamps from the post office. However, using regular postage for carrier fees presented an accounting problem.

The reader is reminded that the receipts of any carrier department were accounted for separately from the main post office account. Also, General Issue carrier stamps were ordered from the printer at the cost of production, without any money going to the Post Office Department. Therefore, when a carrier stamp—either a General Issue or Carrier Department Issue—was sold to a customer, it represented the receipt of money that went to the carrier department, not to the post office. At a future date, when the carrier performed his service, the stamp

was redeemed (or canceled).

If the Philadelphia Carrier Department were debited for stamps it requisitioned from the Philadelphia Post Office at 1¢ each, the supply of stamps could not be sold at the same rate, because that exchange would simply be a reimbursement of cost, not the prepayment of the carrier fee. The post office would have received payment for doing nothing. Likewise, if the stamps were supplied to the carrier department without any debit, then a problem arose if those same stamps, for which the post office received nothing, were used to prepay postage instead of the carrier fee.

Therefore, how was it possible for the Philadelphia Carrier Department to sell regular postage stamps, which could be used either for prepayment of postage or the carrier fee, and ensure that the prepayment was credited to the appropriate entity. To this author's knowledge, no one has found documentation to show how this was done.

There are a few possible explanations. The most feasible is that *all* receipts for regular postage stamps sold, including 1¢ stamps sold by the Philadelphia Carrier Department (furnished free by the Post Office), went into the Post Office account. If the stamps were used as postage, then the money received was retained by the Post Office. However, if carrier service was performed, then the 1¢ stamp was canceled by the Carrier Department, and the Post Office paid the Carrier Department for its fees from postage receipts.

This accounting policy would have required the following steps:

- 1) Record the number of stamps furnished to the Carrier Department (without charge);
- 2) Record the number of stamps sold to the public



Figure 36. 7LB16 used with 10¢ 1855 to San Francisco. The cover in Figure 36 is the only recorded trans-continental cover with a 7LB16/7LB18 carrier stamp (dated Aug. 16, 1856).



Figure 37. The rare use of a 1¢ 1851 stamp to prepay the carrier fee in Philadelphia, June 13, 1857. Dated covers show that regular postage stamps were not used for the carrier fee until mid-1856, about the time the Eagle Carrier supply ran out.

by the Carrier Department, with a corresponding remittance of receipts to the Post Office account;

3) Each carrier would tally the number of letters with a regular postage stamp paying the carrier fee;

4) Verification of the carriers' counts in Step 3 by the Carrier Department;

5) Report to the Post Office the total number of prepaid letters in Step 3 based on each carrier's tally;

6) Based on Step 5, the Post Office would remit to the Carrier Department.

Although this procedure sounds terribly complicated, and not a shred of documentation exists to support it, the author cannot think of a more practical means to account for carrier fees prepaid by regular postage stamps. It is possible that this method, which solves

Philadelphia's predicament, may also have been in force at other cities' carrier departments. It may also explain why carrier departments, such as Baltimore's, printed and issued their own stamps, rather than distribute regular postage stamps.

The frequent coincidental use of the handstamped 7LB16/7LB18 stamps with the 1¢ 1851 Issue indicates a common source and suggests a temporary measure while the accounting system was sorted out. It is very likely that carriers and stores where drop boxes were located furnished both regular postage and carrier stamps. By handstamping the margins of 1¢ 1851 sheets with the "Prepaid One-Cent" oval, the Carrier Department created an effective and convenient gummed stamp. One can envision a store's customer or



Figure 38. The C32 handstamped adhesive (7LB18) is only one-quarter complete. It is used with a strip of 1¢ 1851 stamps from Plate 2, postmarked Mar. 11 (1856). The fractional use and location of the carrier stamp suggest it was applied by the carrier to indicate prepayment received in coin.

a resident on a carrier route paying for regular postage and carrier stamps at the same time. The patron would be offered what was available to the Carrier Department—the 1¢ 1851 sheets and handstamped selva—and, consequently, the two issues would be used together. This scenario justifies the unusually high rate of 1¢ 1851 combinations among 7LB16/7LB18 examples.

It also may explain the cover in Figure 36, which has a strip of 1¢ 1851s from Plate 2 used with one-quarter of the 7LB18 adhesive. The fraction of the carrier stamp is well-tied and genuine, but it cannot be a “bisect,” because 1¢ was the fee. While it is possible that the miscutting was accidental and the carrier accepted it without suspicion, the cut appears very precise. The author suggests that this fractional use may have been deliberate, but the stamp was applied by the carrier, not the sender. If the carrier received the letter along his route and was paid in coin, it would be convenient to mark the letter paid by affixing a stamp from his supply. If he were running low on stamps, cutting them into fractions would multiply the remaining supply, and as he was the one affixing the stamp, there was no concern about re-use of canceled stamps.

Conclusion

In this review, the author has been forced to indulge in speculation, because there is no documentation to

explain the carrier system's procedures. The reader is asked for some latitude and forgiveness, and the author is hopeful that the ideas presented in this article will spark debate and further study. There is a significant body of knowledge about carrier stamps and operations, which flourished during the 1851 Issue period, but there is even more to learn through analysis of material and research into documentary sources.

Endnotes

¹Steven M. Roth, “Summary of Drop Letter and Carrier Postal Rates New York City (1794-1885).” *The Chronicle*, Vol. 26, No. 4 (Whole No. 84)(November 1974), pp. 210-12.

²Information from the Travers papers provided by Wilson Hulme in correspondence with Robert B. Meyersburg.

³Elliott Perry, “The Carrier Stamps of the United States—Philadelphia,” *Chronicle*, No. 117, Vol. 5, No. 1 (Whole No. 117)(February 1983), pp. 25-26.

⁴Elliott Perry, “The Carrier Stamps of the United States: Part 6, Boston,” *The Philatelist*, Vol. 40, No. 6 (April-May 1974).

⁵Thomas F. Allen, “Carriers: Private, Semi-Private and Governmental,” in Garfield-Perry Stamp Club, Inc., *19th Century Cleveland, Ohio Postal Markings* (Cleveland, OH: The Club, 1991), p. 114.

Part VIIA. The 1851 Issue Used During a Period of Significant Transition

by Frank Mandel

Earlier, I wrote a rather long article for the 1985 *American Philatelic Congress Book* on United States rating marks. In that article, a project that may have been too ambitious, I attempted to cover the stampless through the Bank Note periods. This current treatment, though much narrower and more focused, may be so limited that it is likely to prove unsatisfying to some specialists. The subject here considered is so rich, and potentially so interesting, that it deserves and could easily fill a volume of considerable size.

During the life of the 1851 Issue, there were at least three significant, and to some extent interrelated, changes in postal methods and practices:

- (1) from stampless markings on covers (no adhesives) to the commonplace use of adhesive stamps;
- (2) from the option of sending letters collect (paid by the recipient) to mandatory prepayment of the postage by the writer (paid by the sender);
- (3) from the use of folded letter sheets, to the use of envelopes to enclose messages.

The illustrations in this article are the natural consequence of one of my personal collecting idiosyncrasies. Although I am not a competitive exhibitor, over the years I have had the desire to build small assemblages, commonly pairs of covers, that bear related markings or have similar usages. For example, I am attracted to two covers showing the same markings or concepts of usage, one stampless and the other franked with an adhesive stamp. Although this approach has been taken primarily for aesthetic reasons, it also has proved to reveal information about the evolution of postal markings. Not only do such pairs present pleasing visual symmetry, but they emphasize changes in usage that occur during periods of significant transition such as that occurring in the 1850s.

For my collecting style and my general interest in postal markings, I am greatly indebted to two reference works, namely Stanley B. Ashbrook's *The United States One Cent Stamp of 1851-1857* (1938, Vol. 2) and Simpson's *U. S. Postal :Markings 1851-61* (Second



Figure 1. NASHUA N.H. [Blue 1858 year-dated 34mm CDS with different markings from this office including 9x13mm "3," 46x6mm "FORWARDED," 43x4mm "ADVERTISED," 37x6mm "MISSENT," 43x10mm "P.O. BUSINESS/FREE," 21mm "DROP/1ct," 17mm "24," 19mm 7-bar grid criss-crossed, 19x12mm slanted "10"], to Troy, N.H.



Figure 2. PHILADELPHIA PA [Black 32mm CDS] originating postmark cancels 3c 1851 to MACON Ga [Black 31mm CDS] and MACON. GEO. 3 PAID [Black 32mm CDS with integral rate] with different markings applied on receipt including [20x6mm "PAID," 21x6mm "FREE," 18.5mm "PAID/3," 11x9mm "10"]

Edition, 1979, revised and enlarged by Thomas J. Alexander). Both of these classic volumes are indispensable, not only for the information therein, but, also, for the wealth of visual evidence of postal markings, the treasure troves of tracings and

photographs, they contain. Readers with even a modest interest in classic postal markings are encouraged to use and study these two works repeatedly, as much for pleasure as for insight into postal history.

There is a peculiar type of cover, which I shall

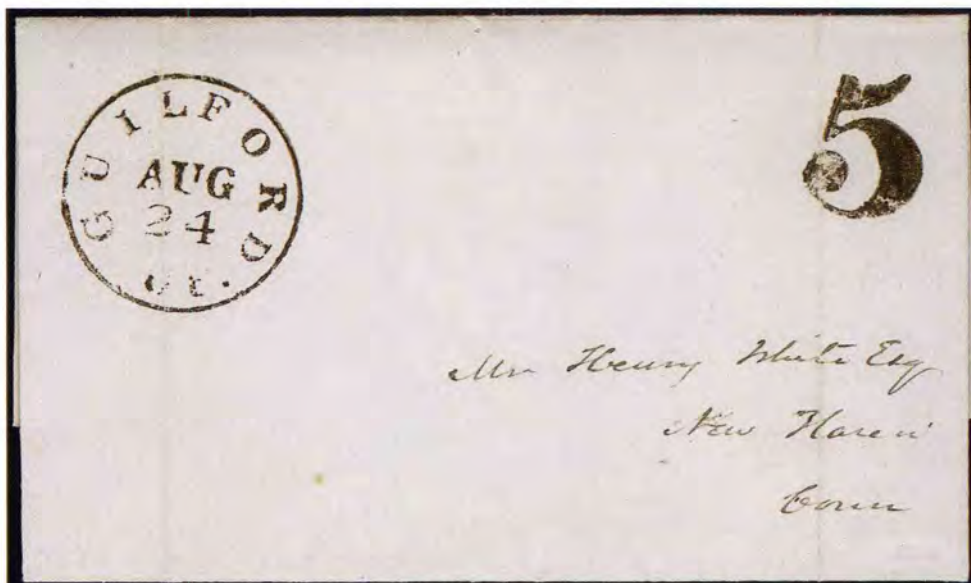


Figure 3. GUILFORD Ct. [Brownish Black 32mm CDS] with matching 16x20mm "5" to New Haven, Conn.



Figure 4. Same markings as Figure 3, with "5" canceling 5¢ 1847, to Middlebury, Vermont

designate a "kitchen sink," which displays a variety or multitude of markings, far beyond what was needed to send the letter through the mails. In a few cases, these covers were created when a postal worker was testing or trying out a new set of handstamps; but, more commonly, they are products of someone's whimsy—just "playing around" or "decorating" a cover for the

benefit and amusement of the recipient. For a collector interested in postal markings, they provide invaluable images of the styles and types of handstamps or instruments used, at a particular time at a particular post office, to process the mails.

In Figure 1, such a "kitchen sink" is shown, created toward the end of the 1851 imperforate period,



Figure 5. MERIDEN Ct. [Red CDS] and red "PAID/3" in circle, boxed "PAID/M. BK." in red reflecting business [Meriden Bank] payment of postage, to Hartford, Ct.

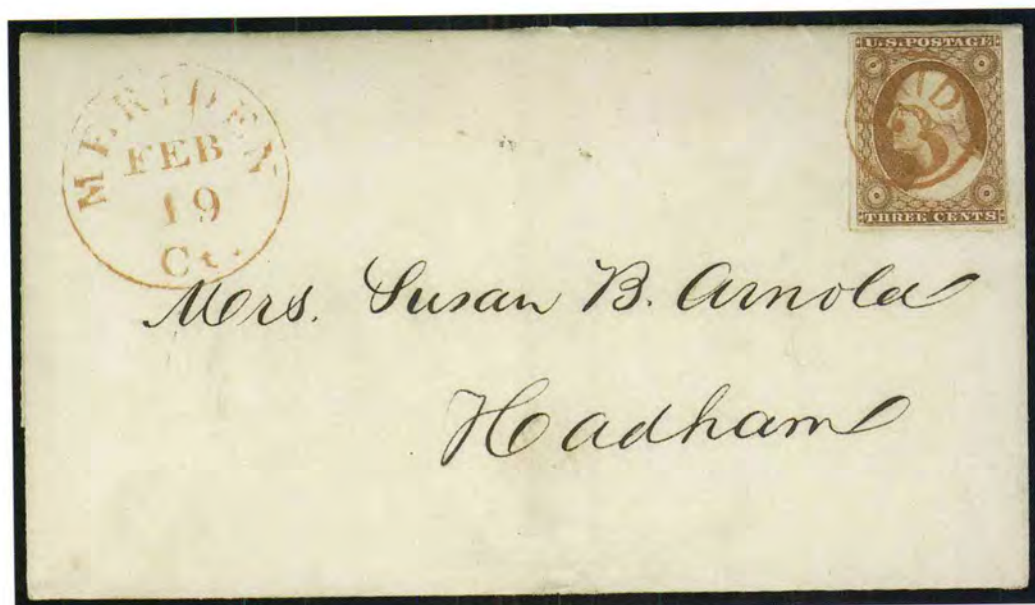


Figure 6. Same markings as Figure 5, with "PAID/3" canceling 3¢ 1851, to Haddam, Ct. ("Hadham")

processed at Nashua, N.H. in September 1857. Nashua was a large, active office, and would have been furnished with metal-faced handstamps at government expense, made by persons or firms who had contracts with the Post Office Department for this purpose. In fact, this cover exhibits common styles, or "stock types" (common

to many different offices), including a CDS with serif letters, this one year dated, which may have been a strike from a metal stamp made by the active government contractor, Benjamin Chambers. The "PAID" "3" is somewhat obsolete, since the use of adhesive stamps on ordinary domestic mail became mandatory on 1



Figure 7. ABINGDON Va. [Blue 31mm CDS] with matching 23x4mm "PAID" and 14x17mm "6" double rate, to Richmond, Virginia



Figure 8. ABINGDON Va. [Blue 31mm CDS] with matching 13x13mm "3" canceling 3¢ 1851, to Lynchburg, Va.

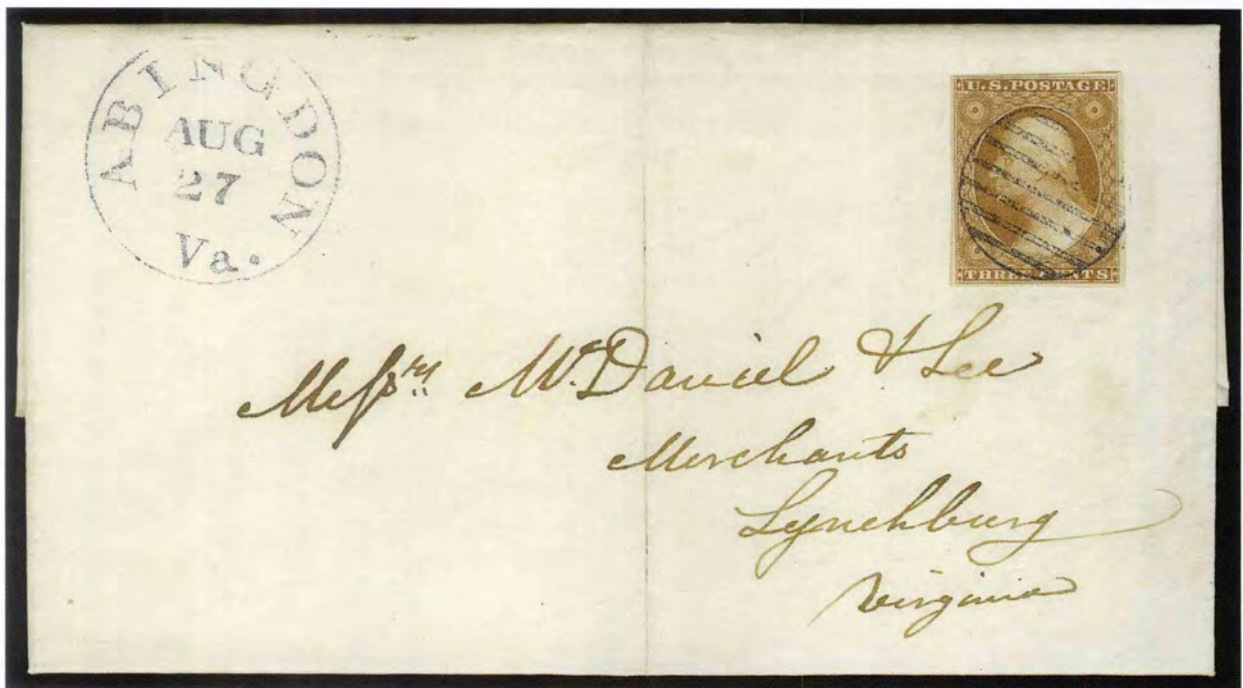


Figure 9. ABINGDON Va. [Blue 31mm CDS] with matching 21mm 7-bar grid canceling 3¢ 1851, to Lynchburg, Va.

January 1856. All of the other markings were functional and are common stock types.

Figure 2 is another "kitchen sink," this one franked with adhesives, originating in Philadelphia, Pa. circa 1853-54. In addition to the 3¢ stamp, this cover bears an Eagle Carrier stamp (to "carry" it to the PO in Philadelphia). At the receiving office, Macon, Ga., the lack of a cancellation was noted, and the clerk or postmaster used this opportunity to illustrate some "Southern enthusiasm" in response to provocative "Northern incompetence."

Two different CDSs, one plain, another with an integral "3 PAID" (more about this, later), were used along with several other devices. Even the hotel corner card was given an exuberant "whack," to indicate that this Yankee bird was finally and definitely "dead." Macon was another large office, and the markings used are all stock styles, from metal handstamps provided through a government contractor, probably Chambers.



Figure 10. GRAFTON- N.H. - [Black 25mm double circle DS] with matching 9x17mm "5", to Manchester, N.H.

It will be helpful to take a step back to examine the single letter and circular rates immediately before the newly lowered rates which required the new values of the 1851 issue. On 1 July 1845, a then new rate went into effect that greatly simplified the domestic rates of postage, as follows:

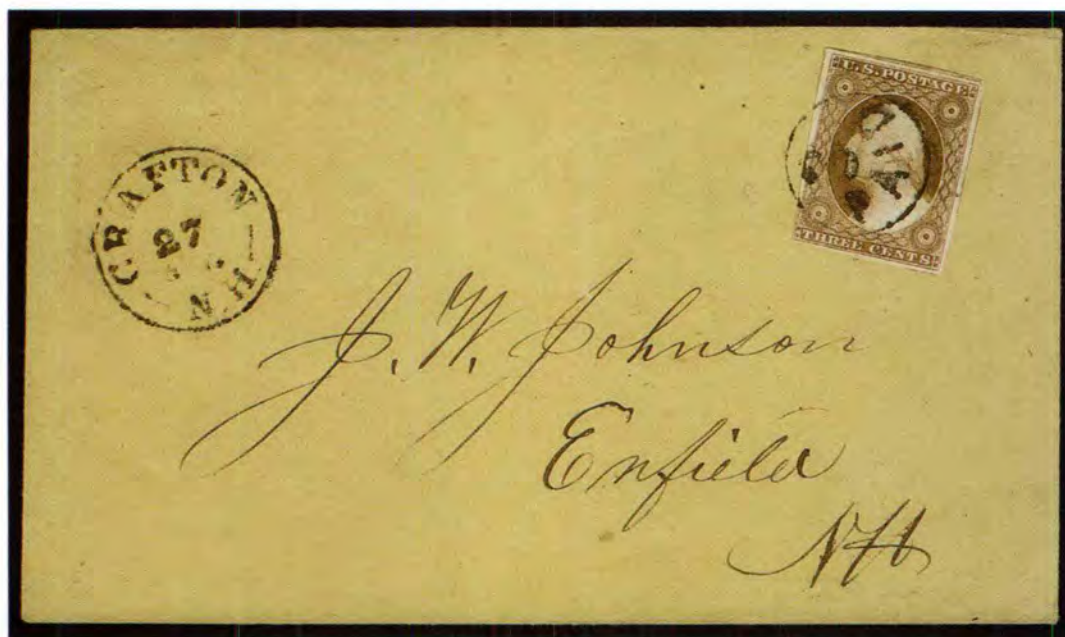


Figure 11. GRAFTON - N.H. - [Black 25mm double circle DS (inner circle worn away)] with matching 19.5 "3/PAID" canceling 3¢ 1851, to Enfield, N.H.

Single Letter Rate

Effective 1 July 1845 through 30 June 1851

Single domestic letter (up to ½ oz.) -
 not exceeding 300 miles 5¢
 Single domestic letter (up to ½ oz.) -
 over 300 miles 10¢
 Drop letters (deliverable to
 addressee at office of mailing) 2¢

prepayment on the above rates optional

Printed Circular Rate

**Effective 1 July 1845 until the middle of March,
 1847***

Printed Circulars, per sheet, any
 distance, *prepayment optional* 2¢

Effective mid-March 1847 through 30 June 1851*

Printed Circulars, per sheet, any
 distance, *prepayment required* 3¢

*Effective date 1 July 1847, but physical evidence
 shows that the 3¢ rate was used and charged soon
 after the Postal Act of 3 March 1847 was passed.

The 1845 rates had represented a great reduction in
 postage charges, something that had been vigorously
 sought by postal reformers. The previous system was
 expensive and cumbersome, a multi-tiered rating

schedule that was based on weight, distance traveled
 and the number of sheets comprising an ordinary letter.
 The 1845 revised rate schedule encouraged postmasters
 to produce and use handstamps as rating marks, as only
 two devices, "5" and "10," plus "PAID" would be
 sufficient at most offices to process their mails. In fact,
 many offices were able to get along very well with just
 "5" and "PAID" markers.

The new rates did not take the number of sheets
 contained in an ordinary domestic letter into account,
 something that had been a great stumbling block to the
 introduction and use of envelopes during the pre-1845
 period as envelopes counted as extra sheets of paper,
 which at least doubled the cost of a letter. The actual
 transition from the use of folded letter sheets with their
 various sealing devices—wax seals, wafers, etc.—to the
 use of envelopes began during this period. Before 1 July
 1845, postally used envelopes in the modern sense were
 rarities—just try to find one!

The reformers who agitated for reduced rates of
 postage recognized that one of the impediments to their
 aim was the common custom of sending letters to
 recipients collect (unpaid, with postage due from the
 recipient). This placed a considerable burden on the
 POD, for then, as it is today, it was much easier to get
 the money "up front" than to try to collect later. This
 fact had been one of the chief motivations of Sir
 Rowland Hill in Great Britain in his generally successful
 reform of the British system, and had led to the
 innovations of adhesive stamps and prepaid envelopes
 to facilitate the prepayment of postage in 1840. This



Figure 12. GLENN NEW YORK [Black 31.5mm CDS] with matching 14x17mm sideways "PAID/3", to New York, N.Y.



Figure 13. GLENN NEW YORK [Black 31.5mm CDS] canceling 3¢ 1851, with matching 16mm "5" deleted with ms., to New York, N.Y.

was not lost on American reformers, but it took some time before they could bring about similar changes in the ever-sluggish and backward U.S. system.

The reduction in postage and the encouragement to prepay postage rates was embodied in the release of the general issue 5¢ and 10¢ adhesives on 1 July 1847. This was a small, and not entirely successful, incentive. Prepayment was not mandatory, and the prevailing custom was to continue to send letters unpaid. The only clear indication of a trend towards compulsory

prepayment was in the area of circulars (advertising handbills, and other unsealed printed sheets) where the rate was raised to 3¢ and prepayment was required, after mid-March 1847. This was probably in response to complaints, or even refusals to pay, from recipients who objected to having to pay postage for the "junk mail" of that time. As for the new adhesive postage stamps for ordinary letters, they were widely used, but certainly not universally, and even prepaid letters were normally sent stampless, a condition that continued well into the



Figure 14. NEW - YORK 5 cts. [Red 30mm CDS with integral rate], first day of 1845 rate to Bridport, Vt.



Figure 15. BANGOR. ME. 3 PAID [Black 32mm CDS with integral rate], to Halifax, Mass.

period of the 1851 issue.

The advent of the 1847 general issue adhesive stamps also created the problem of how to prevent reuse or how to cancel them effectively. Within weeks of their release, the POD at Washington sent out a circular (dated internally July 22, 1847), under the free frank of John Marron, an Assistant Postmaster General, entitled

"Regulations to be Observed by Postmasters Concerning Stamps for the Prepayment of Postage," which stipulated:

Stamps so affixed are to be immediately canceled in the office in which the letter or packet may be deposited, with an instrument to be furnished to

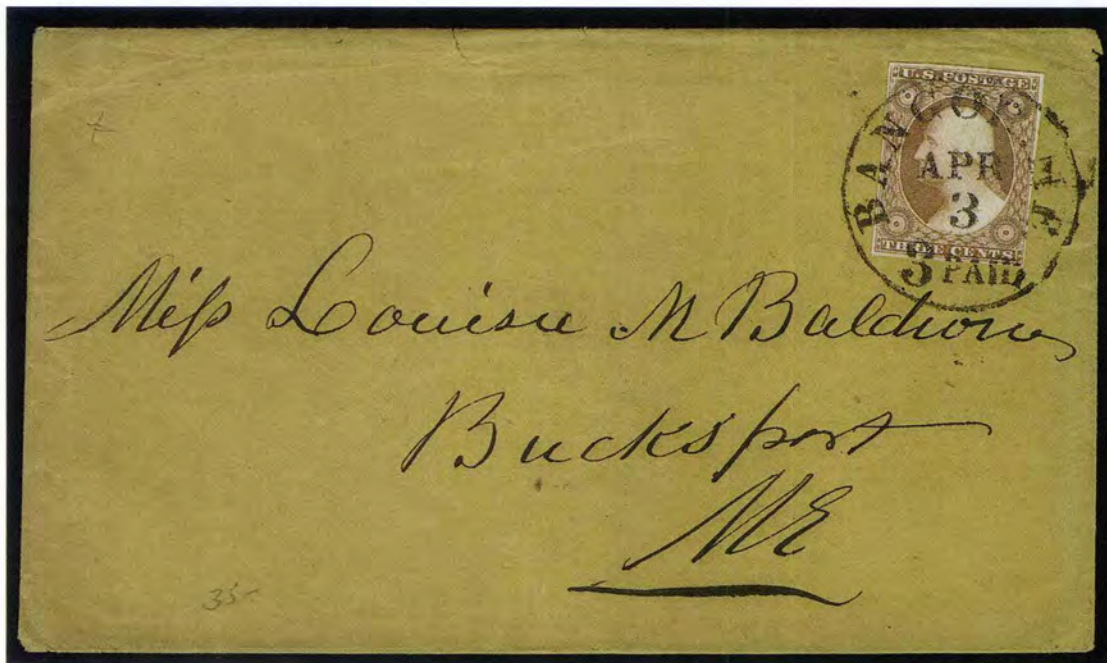


Figure 16. Same marking as Figure 15 canceling 3¢ 1851, to Bucksport, Me.



Figure 17. MALONE, NY PAID 3 [Black 29.5 CDS with integral rate], to Mansfield, N.Y.

certain of the post offices for that purpose. In post offices not so furnished, the stamps must be canceled by making a cross X on each with a pen

...

This is the origin of the various handstamped cancels. Most are grids of various types, although a very few

offices had some prior experience with this subject, such as those that had used carrier or provisional adhesives before the release of the 1847 general issues (e.g., New York City). Distribution of the “instruments” to specifically cancel stamps apparently did not proceed smoothly. Many offices, if the physical evidence is correct, found it much more convenient to cancel

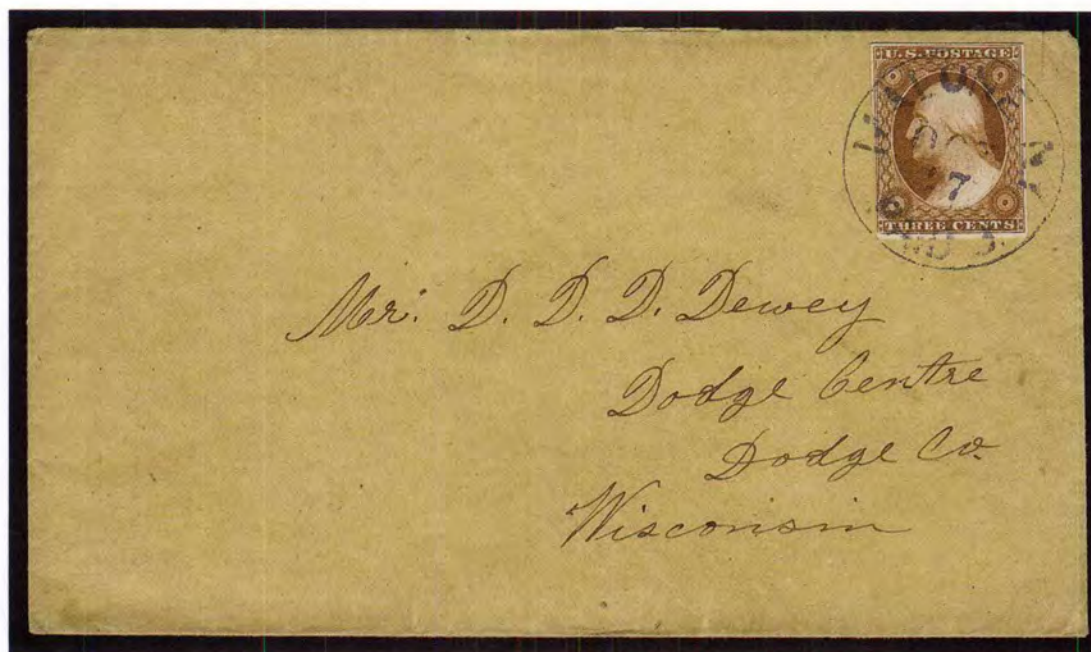


Figure 18. Same marking as Figure 17, but in blue, canceling 3¢ 1851, to Dodge Center, Wisconsin

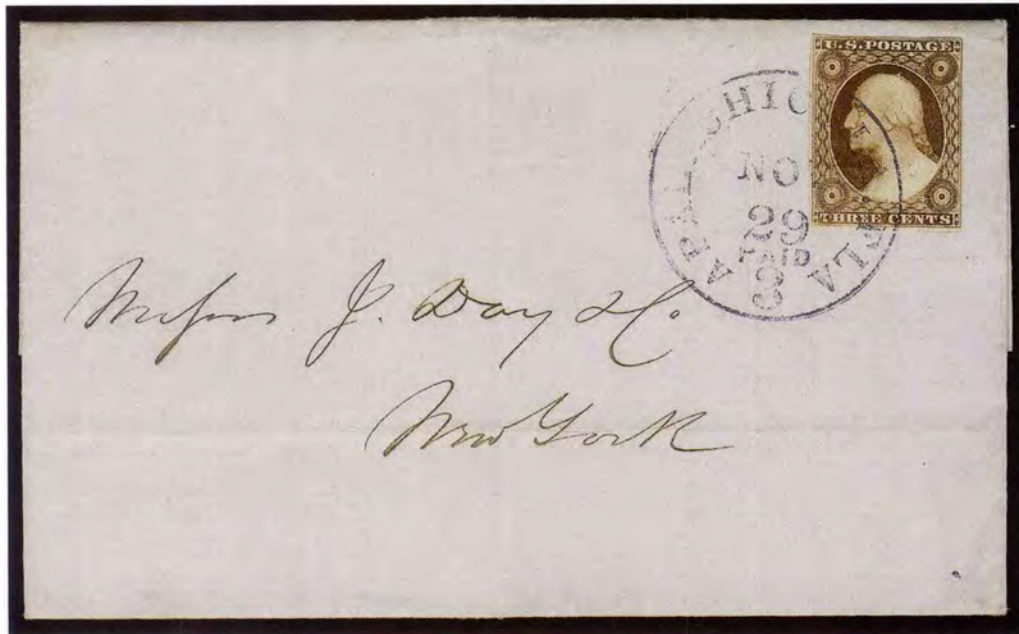


Figure 19. APALACHICOLA, FLA PAID/3 [Blue 33mm CDS with integral rate] canceling 3¢ 1851, to New York, N.Y.

adhesives with their town marking date stamps. Some of these CDSs also included the rate "5 cts." or "10 cts.," as at Philadelphia, Pa., the so-called "integral rates." At other offices, the numerical rating handstamps, or the "PAID" handstamps, were pressed into service as canceling devices. I think that this was mainly a matter of convenience to the postal workers who wished to

process mail quickly, and be done with it. They probably had the rating stamps in hand already, prepared to service the more abundant stampless letter mail, and if they encountered a cover with a stamp, just did the natural thing and gave it a quick "whack," even if they had a canceling instrument laying somewhere about. This contingency practice was very common and,



Figure 20. Same marking as Figure 19 but canceling pair of 1¢ 1851, to Providence, R.I.



Figure 21. APALACHICOLA, FLA 5 [Blue 32.5mm CDS with integral rate] canceling 3¢ 1851, to New York, N.Y.

incidentally, its products comprise a large part of my current survey.

Figures 3 and 4 illustrate a pair of covers originating at Guilford, Ct., a middle-sized office which should have been entitled to handstamps at government expense. The stampless folded letter, used in 1848, is rated collect

with a bold blackish brown "5." The 5¢ 1847 stamp, probably used also in 1848, is neatly canceled with the same marking in the same distinctive ink. Incidentally, the sender also used a wax seal to affix the stamp to his folded letter, indicating, perhaps, just a little distrust of government glue. This understandable paranoia is



Figure 22. LOWELL Mass. [Blue 30mm CDS] with matching 18mm 7-bar grid canceling 3¢ 1851, with redundant 19x4mm "PAID" and 4x6mm "3", to West Springfield, Mass.

doubly reinforced by his manuscript notation "PAID"!

The rates that came into effect on 1 July 1851 and the adhesives that were issued to coincide with them furthered the objectives of the reformers to lower the postal rates, and the overriding objective of encouraging prepayment.

Effective July 1, 1851 to March 31, 1855

Single (up to ½ oz.) domestic rate not over 3,000 miles

when prepaid 3¢
when unpaid 5¢

Drop letter (deliverable to addressee at office of mailing), prepayment optional .. 1¢

Rates for printed circulars:

Effective July 1, 1851 to Sept. 30, 1852

	per ½ oz. or fraction	
	prepaid	unpaid
up to 500 miles	1¢*	2¢*
500 to 1,500 miles	2¢*	4¢
1,500 to 2,500 miles	3¢	6¢
2,500 to 3,500 miles	4¢	8¢
over 3,500 miles	5¢*	10¢

*only these rates have been seen by the author.

This system for **printed circulars** proved to be too cumbersome, and after only 15 months was replaced:

Effective Oct. 1, 1852 until after the Act of January 7, 1857

(any distance)	prepaid	unpaid
First 3 oz. or less	1¢	2¢
Each additional oz.	1¢	2¢

The lower 3¢ rate for prepaid letters was a definite incentive in those penny-pinching times to overcome several hundred years of custom, but it did not immediately cause the end of stampless usage. Figures 5 and 6 are another stampless/stamped pair both used at Meriden, Ct., in 1852, using the 3¢ prepaid rate. This office was quite large, and was provided with metal handstamps. In fact, both the town marking and rating mark closely resemble the types used at Macon, Ga., illustrated in Figure 2, and were probably stock styles manufactured by Benjamin Chambers. The boxed handstamp "PAID M. BK." reflects a common practice of businesses who had accounts with the post office to pay their postage. The 3¢ orange brown adhesive is canceled with the same matching rating stamp. All the markings are in bright red ink. Sharp-eyed students of calligraphy will have noticed that though the two are addressed to different parties, the



Figure 23. LOWELL Mass. [Blue 30mm CDS (somewhat deformed strike)] with matching 21mm 7-bar grids canceling two 3¢ 1851, double rate, with redundant 19x4mm "PAID" and 4x6mm "6", to Boston, Mass.

handwriting is the same. The letters were sent by Joseph Arnold, cashier at the Meriden Bank, stampless to the comptroller at Hartford, and stamped to his mama in Haddam.

Though the use of rating handstamps as cancelers was, as I have suggested, a matter of convenience, or a contingency use, they reflect a natural evolution during a period of transition. Schematically and ideally, this is:

Use of hand-stamped rating marks on stampless mail	> Use of hand-stamped rating marks to cancel stamps	> Use of a hand-stamp device designed specifically to cancel adhesives (such as a grid, etc.)
--	---	---

Figures 7, 8 and 9 demonstrate this progression at the post office at Abingdon, Va., in the early 1850s. The stampless use is a double rate folded letter, c. 1852, with "PAID" and a bold "6." Next is a Plate Five Early orange brown 3¢ stamp canceled with a bold "3" in late July 1851, followed by another Plate Five Early stamp canceled with a neat 7-bar grid. All the markings are in a solid dark blue color, and are clearly contemporaneous. Abingdon was a large active office, which would have been entitled to metal handstamps at government expense. The town marking

and grid appear to be stock styles as furnished, but I suspect that the large bold numeral rating marks were custom-made, probably early in July 1851, for the purpose of handling mail under the new rates; in other words, they did not wait for government issued rating handstamps.

Figures 10 and 11 are a pair from a small town postoffice, used on envelopes c. 1854-1856. Grafton, N.H., post office receipts [\$146.26 in 1853] probably did not entitle this office to government supplied handstamps, so they obtained their devices at their own expense. It should be noted that these small village and town offices are quite commonly the sources of unusual markings, attractive to collectors, as the devices used were in many cases obsolete or eccentric styles, unlike the "usual" run of the mill stock styles. Grafton's small double circle datestamp with dash ornaments is unusual, and appears to be custom-made. The stampless "5" collect rate is quite elegant, in a simple way, and is used on an embossed "lady's cover." These small envelopes, typically with feminine handwritten addresses, or addressed to women, came into common use in the early 1850s, and are frequently encountered up until the time of the Civil War. Many [used in February] enclosed valentines. The envelope with the 3¢ adhesive is a grayish claret shade, is canceled with a "3 PAID," with the "PAID" below the numeral which is most unusual, and again generally indicative of a custom-made device used at a small office.



Figure 24. LOWELL Ms [Blue 30mm CDS] with matching 19x4mm "PAID" with redundant LOWELL Ms 3 CTS PAID [Blue 34mm CDS with integral rate], to Boston, Mass.



Figure 25. WAY/5 [Reddish brown 16x8mm marking of Baltimore, Md.], addressed to Baltimore

Figures 12 and 13 again illustrate certain aspects of use from a small office, in this case, a Montgomery Co. village, Glenn, N.Y. [The POD at Washington consistently misspelled this name as "Glen."] As their annual postage proceeds never exceeded \$100.00 [\$72.44 in 1853], this postmaster had to procure his own postmarking instruments privately at his own expense. The device on the stampless cover, used in 1854, has several unusual features: it is somewhat crude, and the state "NEW YORK" is spelled out, rather than

abbreviated. The rating mark is a real oddity, with the "PAID" positioned at the side, rather than above the numeral. Commonly termed "lazy 3s," this style is recorded from only a few offices during the stampless period. All of this indicates local manufacture, or at least custom work from a source not engaged regularly in making postal handstamps.

The cover with the adhesive, used in March 1852, first marked with a "5" collect rate, somehow became prepaid with the addition of a very pretty Plate One Late



Figure 26. BALTIMORE MD. [Black 32mm CDS] with matching 15x11mm DUE/5, to Hagerstown, Md.



Figure 27. WEBSTER Mass. [Blue 31mm CDS] with matching 18mm 7-bar grid canceling 3¢ 1851, to Peace Dale, R.I.

3¢ adhesive in the brownish carmine shade with a strong orange brown tint. The “5” marking was deleted, and the stamp was canceled with the ordinary Glenn, New York town marking. A CDS used as a canceler is much more common than the use of a rating mark, and this practice persisted throughout the classic period. The POD in Washington discouraged both methods of obliterating stamps. Early regulations tolerated them, as long as they were struck with “black printer’s ink, and in such a manner as to thoroughly effect the object.” [viz., 1855 Regulations, Ch. XXXII, Sec. 297] By July

1860, the practice of using these postmarks as obliterations was prohibited, as it was “very imperfect.” [Supplementary Regulation, 23 July 1860] Many offices, as before, simply ignored the POD dicta on this subject, much to the delight of future collectors.

I have previously referred to “integral rates,” rating marks that were contained within the ordinary CDSs. These markings, virtually unknown before the reduced rates of 1845, appeared immediately thereafter. Figure 14 illustrates a first day of rate from NYC, with an integral “5 cts.” Thus, simplification of the rate structure



Figure 28. WEBSTER Mass. [Blue 31mm CDS] with matching 24mm “2” canceling 3¢ 1851, to Ware Village, Mass.



Figure 29. WEBSTER Mass. - PAID/3 - [Blue 32mm CDS with integral rate and fleurons], to Norwich, Conn.

resulted at once in the introduction of this time-saving convenience at a few large offices (such as NYC), avoiding the necessity of striking two devices on collect letters. However, most recorded examples are after 1 July 1847, when the first general issues became available to prepay letters and the potential value of this time-saving procedure became generally recognized. The

integral devices could be used to cancel the early adhesives, and were commonly so used, but also were sufficient to mark unpaid stampless letters.

When the 1851 issue appeared on 1 July 1851, integral rating handstamps once again were available at several large cities. Several "first day" uses at NYC and San Francisco are illustrated in Ashbrook's classic work

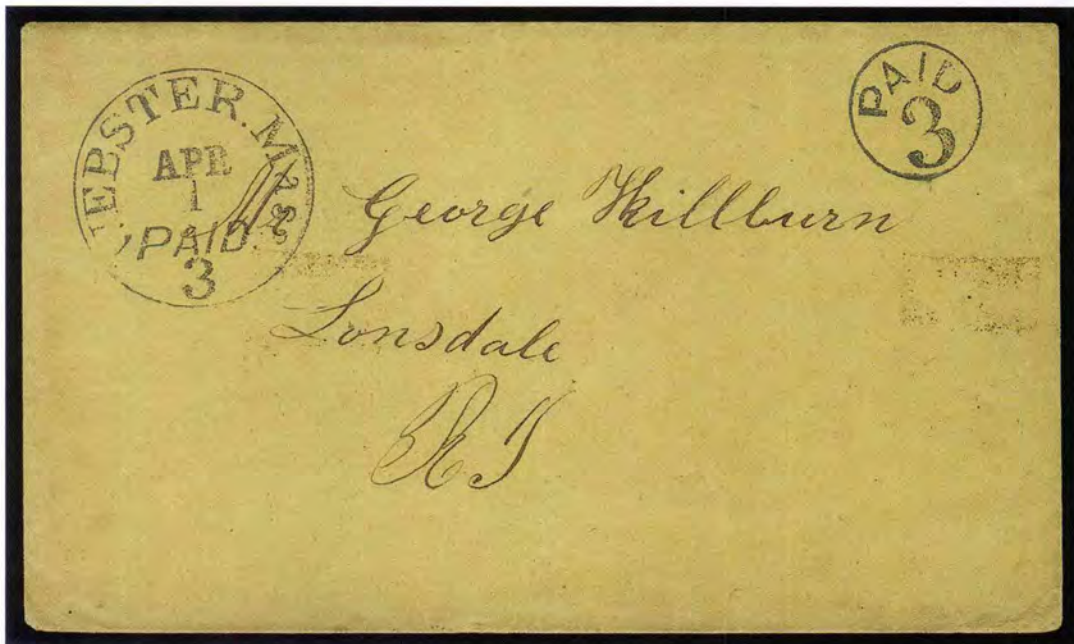


Figure 30. WEBSTER Mass. PAID/3 [Blue 32mm CDS with integral rate but no fleurons] with marking redundant 18mm PAID/3, to Lonsdale, R.I.



Figure 31. (Augusta, Ga., no town marking) PAID 1ct. [Blue 22mm rating mark] canceling 1¢ 1851, to Providence, R.I.

(1938, Vol. 2, p. 55). In Figures 15 and 16, a pair of envelopes from Bangor, Me. illustrate an integral style used in many medium to large offices as early as 1852. It is characterized by a comparatively large numeral "3" followed by a smaller "PAID" in upper case. Bangor was a large office entitled to government handstamps.

This style, used at hundreds of offices, was produced by a government contractor who made metal handstamps, probably Benjamin Chambers. The franked example in Figure 16 bears a 3¢ stamp in a rich claret shade, used c. 1855-1856. It is on a rather ugly brownish envelope.



Figure 32. MANCHESTER N.H. [Black 30mm CDS] with matching 16mm double circle "6" rating marks canceling pair of 3¢ 1851, "California rate," to San Francisco, California

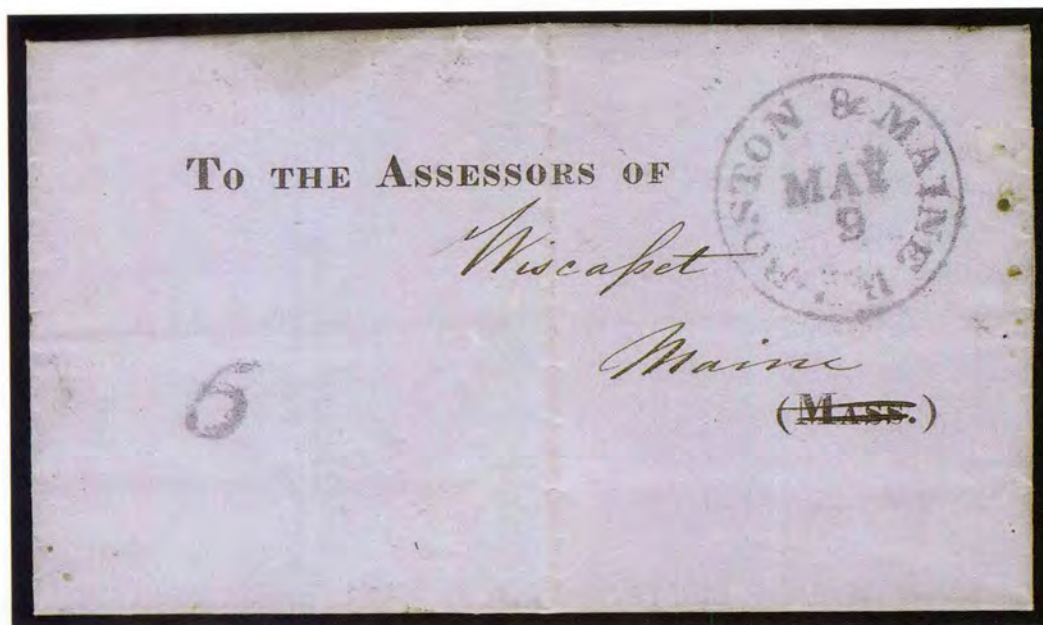


Figure 33. BOSTON & MAINE R.R. [Blue 33mm CDS] with matching 10x10 slanting "5," to Wiscasset, Maine

Though varieties of these brownish envelopes were used much earlier, they became common in the mid-1850s and were in use well into the 1860s. As with styles of postmarks, there is a natural progression in the use of envelopes and enclosures which is presented in simplified form in the following time line:

July 1845 to 1850

Folded lettersheets (many of high quality linen content or "rag" paper) were most common and prevalent for all types of uses. Envelopes of any kind were much less common. The earliest envelopes were small, frequently lacked gum on the flaps and were closed with sealing wax or wafers, as were the



Figure 34. BOSTON & MAINE R.R. [Blue 33mm CDS] with matching 18mm 7-bar grid canceling 3¢ 1851, to Exeter, N.H.



Figure 35. ALBY & BUFFALO R.R. [blue 32mm CDS] with matching 15 mm "10," to Ballard Vale, Mass.

lettersheets. In the late 1840s, envelopes became more generally available and came in many sizes, resembling those characteristic of the 1850s.

1850 to 1854

Envelopes became more common, many were made of high quality white or blue-tinted linen or

"rag" content paper; some were imported, especially lady's covers and valentine envelopes. Valentine "kits" with fancy ornamental embossed and filigree envelopes and various fancy ornaments and seals could be purchased at stationers' offices. The postal stationery envelopes with embossed indicia manufactured by the Nesbitt Company were issued by the U.S. government on 1 July 1853 and quickly



Figure 36. ALBY & BUFFALO R.R. [Blue 32mm CDS] with matching 14mm "5" canceling 3¢ 1851, to Albany, N.Y.



Figure 37. LOUISVILLE & LEXINGTON R.R. [Red 32.5mm CDS] with matching 7x13mm "5" canceling 3¢ 1851, to Cambridge, Mo.

became quite popular.

Folded lettersheets were still in use, especially by business houses, but became progressively less common over time. Printed envelopes soon became a valuable advertising medium and this factor accelerated the transition from lettersheets to envelopes.

1854 to 1861

The use of envelopes to enclose messages became prevalent, but the quality of the paper used for many

envelopes declined rapidly with the introduction of wood pulp products in paper manufacture. Wood pulp contains sulphites which when combined with moisture become acidic and envelopes made with wood pulp are commonly buff to dark brown in color (this becomes worse over time). The more expensive "rag" or linen content envelopes tended to be reserved for "polite" correspondence such as lady's covers. Folded lettersheets become uncommon, even for business use. However, the advent of war caused acute paper shortages, especially in the South, and folded letter sheets reappeared along with homemade covers,



Figure 38. MAD RIV. & LAK. ERIE R.R. [Blue 34mm CDS with pencil ms. date] with matching 20x5mm "FREE," to Cincinnati, Oh.



Figure 39 PLEASANT GROVE ALLEGANY CO Md [Black 37mm CDS] with 7x9mm "5" attached at top, to Ripley, Me.



Figure 40. Same marking as in Figure 39, but lacking attached "5," on a cover addressed to the postmaster at WEYBRIDGE LOWER FALLS, VT. with test strikes, all in red, including 17x7mm "PAID," 18x7mm "FREE," 22mm "PAID/3," 16mm "5" and 20mm "10."

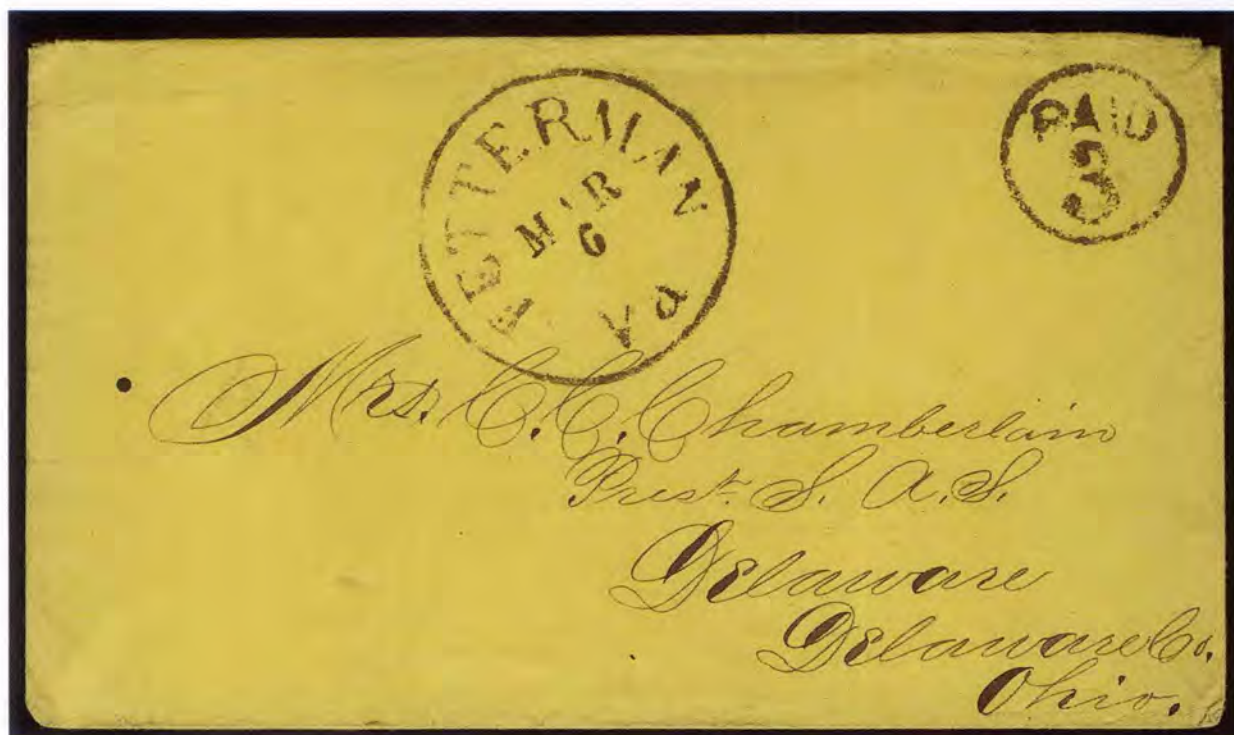


Figure 41. FETTERMAN Va [Black 38mm CDS] with matching 22mm PAID/3, to Delaware, Oh.

known as “adversity covers,” the necessary contingencies of wartime shortages.

Postmasters at smaller offices must have noticed the integral markings coming into their establishments, and recognized the convenience and time-saving they represented. Figures 17 and 18 show a pair of covers from Malone, N.Y., a middle-sized but quite active office in Franklin County [receipts \$1,348.84 in 1853]. Apparently, they did not receive suitable government issue handstamps and opted to have an integral device custom made. Their somewhat eccentric marking used on the stampless cover is in black ink, but the one canceling the stamp on the other is dark blue. The stamp is a rich deep orange brown shade, used in October 1851. The latter use is quite early in the rate period. Perhaps the postmaster at Malone was impatient and didn’t want to wait for a government marker, even though he was entitled to one.

Figures 19, 20 and 21 illustrate three covers originating at Apalachicola, Fla. and demonstrate one of the odd but not unusual consequences of using integral rating marks as canceling devices: inappropriate use. Apalachicola was a middle-sized active office, similar to that at Malone, N.Y., and it is not surprising that they would use integral devices.

Their government-issued metal-faced marker for the prepaid rate places the “PAID” above the numeral, probably the consequence of the large number of letters in the town name, but it is in every other way similar to the “3 PAID” stock style examples shown earlier in this article.

The first cover, an 1852 use, has a 3¢ Plate 1^L stamp in the brownish carmine shade, appropriately canceled, *i.e.*, the integral rate matches the total postage paid on the letter. The middle example, however, is a printed price current franked with a pair of Plate 1^E 1¢ stamps (both Type II), used in April 1852, during the brief 15-month period that there was a circular rate of 2c for printed circulars traveling between 500 and 1,500 miles. This office did not use a separate device for this mail; the integral rate mark and the actual rate represented do not match; the handstamp was just being used for its value as a canceler. The third use is similarly inappropriate, a Plate 3 3¢ stamp in the early claret shade, used in 1853, in this case canceled with an integral 5¢ unpaid rate marking! It just did not matter. Mismatches like this are encountered frequently at many other busy offices. The main object was to move the mail along expeditiously, sometimes without regard to concordance niceties or apposite use.



Figure 42. ROCKPORT ARK [Black 38mm CDS] with matching 20x9mm FREE, to Ithaca, N.Y.

The next trio, Figures 22, 23 and 24, illustrate something quite different, what I would call *redundance*. They originated at Lowell, Mass., the large Middlesex County office, early in the 3¢ period. The first is franked with a Plate 1^E orange brown stamp, neatly tied by a stock style 7 bar grid, probably provided through a government contractor, as was their simple circular town marking. This was during the first month of use of these stamps, and was entirely sufficient to send this letter. For some reason it was not considered sufficient by the Lowell office, which also added two more handstamped "PAID" and "3." The same action is evident on the second example, a double rate cover franked with two Plate 5^E orange

brown stamps, with redundant "PAID" and "6" markings. The third and stampless cover, used in 1852, is a real curiosity. It has an integral "3 cts PAID" marking, which appears to be custom made, and would have sufficed to frank this as a prepaid letter, as well as a totally redundant circular town date stamp of a somewhat obsolete style, and "PAID." No time was saved on this one. It is surprising to see such a large, busy office using three handstamps, when one would have served. All the markings on these covers are in blue.

On occasion auxiliary markings were used as cancelers. Figure 25 illustrates a folded letter bearing a 3¢ orange brown stamp, tied by two strikes in brownish red of a handstamped "WAY/5" applied by the receiving post office, Baltimore, Md. The letter is datelined at New York City on Sept. 30, 1851. The rating mark was appropriate for an unpaid way letter on which no way fee was collected from the recipient. However, Baltimore has a well established history of using rating marks as cancelers, sometimes inappropriately, *i.e.*, without reference to the true rating of the cover. This may have been the case here, although it is possible that it was an underpaid double weight cover



Figure 43. SUN PRAIRIE WIS. [Blue 38mm CDS] canceling 3¢ 1851, to Orwell, Vt.



Figure 44. EDENBURGH Va [Black 37mm CDS] canceling 3¢ 1851, to Harrisonburg, Va.

on which an unpaid collect rate was still due. The WAY description would simply indicate that it was handed to a postal agent at a location that was not a post office.

Another example, Figure 26, also postmarked at Baltimore, Md., is much more straightforward, and

also involves an auxiliary marking used as a canceler. Used in 1852, the 3¢ Plate 2¹ stamp in the brownish carmine shade is canceled with a "DUE 5" handstamp with a redundant strike on the folded letter. The contents mention several enclosures, and this tends

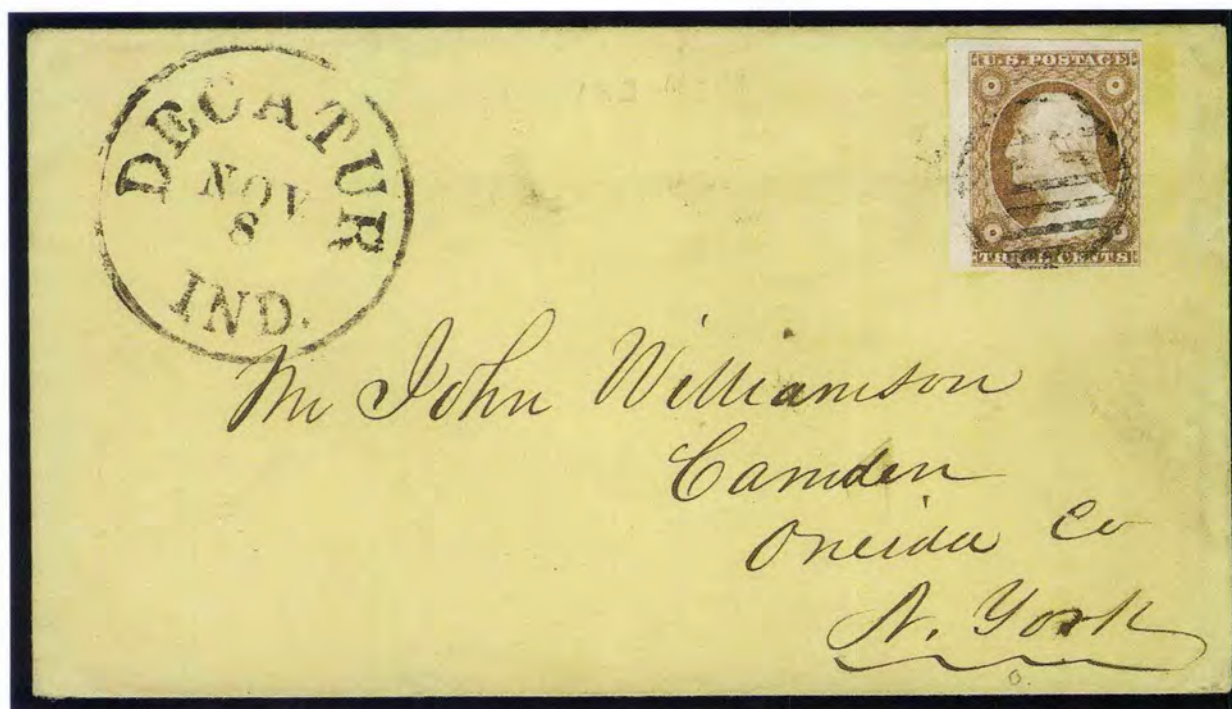


Figure 45. DECATUR IND. [Black 37mm CDS] with matching 20mm grid canceling 3¢ 1851, to Camden, N.Y.



Figure 46. BETHLEHEM, to N.H., to [Red 29mm CDS] with matching 25.5mm "PAID/3", to Bristol, N.H.

to verify that this was a double rate letter (originally weighing over $\frac{1}{2}$ oz.) which was underpaid, thus one rate unpaid = 5¢ to be collected from the recipient.

The next examples form a quartet, Figures 27, 28, 29 and 30, originating at Webster, Mass., a large office of Worcester County. The first cover is franked with a 3¢ Plate 1^E stamp in the orange brown shade, canceled by the standard government issued 7-bar grid, and with a circular datestamp in the same simple style as that used at Lowell, Mass. (*viz.*, Figures 22 and 23). The second cover is not so prosaic, was used in 1852 with the 3¢ stamp in rich brownish carmine

shade, canceled by a bold strike of a large "2" in circle. This rating mark is inappropriate. In the 1845-51 period it would have been used on circulars, up to mid-March 1847, and drop letters, but the use in this instance was just as a contingency unrelated to the actual rate paid. The third example from Webster is their integral "PAID 3" marking, used stampless, and appropriately, in July 1852. It is from a custom-made handstamp, with ornamental fleuron-like dashes flanking the numeral. The final example shows the same integral marking used some time later; the ornamental dashes have disappeared, but the time-



Figure 47. Same markings as in Figure 47, but rating mark canceling 3¢ 1851, to Bristol, N.H.



Figure 48. HARTLAND - Mich - [Black 29mm CDS] with matching 34mm PAID/3 with allegorical figure, to Dansville, N.Y.

saving aspects of use of an integral rate has been obviated by a completely redundant circular "PAID 3."

Rating marks used as cancelers on circulars are somewhat unusual. This type of mail was usually dealt with in summary fashion by post offices. Many of them were stampless, with the simplest of markings,

and often lack town datestamps. Figure 31 illustrates a price current from Augusta, Ga. dated April 1854, this franked with a 1¢ Plate 1st stamp and canceled with an appropriate blue "PAID 1ct." in a circle, a stock type also found in several other large offices. It is also graced by a redundant strike of this rating mark, but lacks a town datestamp.



Figure 49. NORTH EASTON N.Y. [Red 28.5mm CDS] with matching 23x30mm PAID/3 cts fancy negative design, to North Chatham, N.Y.

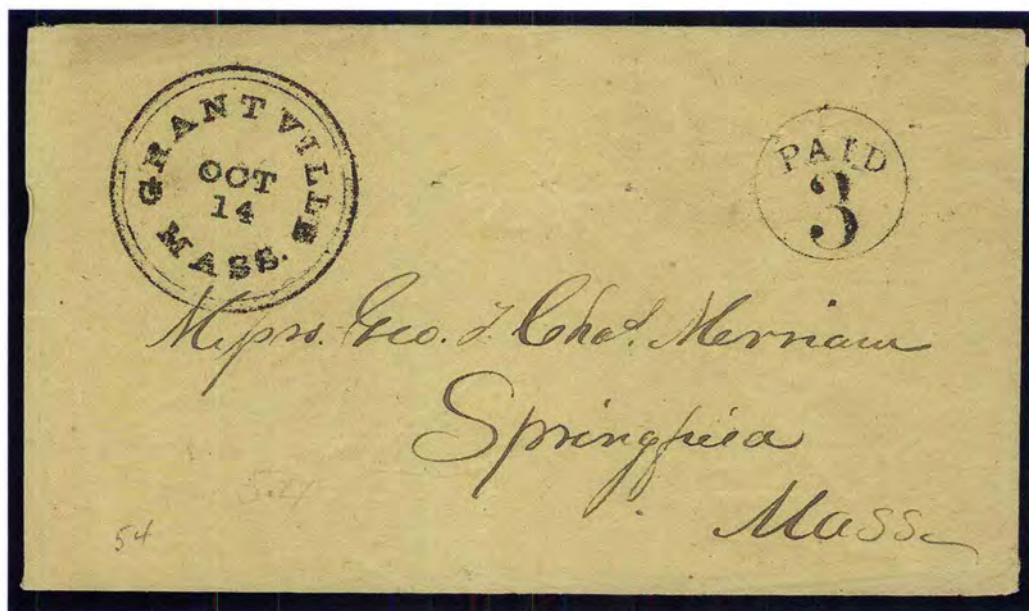


Figure 50. GRANTVILLE MASS. [Black 32mm DLCDS] with matching 20mm "PAID/3," to Springfield, Mass.

Another appropriate use of a rating mark as a canceler is evidenced in Figure 32, a cover from Manchester, N.H. to San Francisco.

The act of March 3, 1851, which went into effect on July 1, 1851, provided that the single domestic rate (up to ½ oz.) for letters traveling over 3,000 miles

was:

when prepaid 6¢

when unpaid 10¢

As with letters traveling under that distance, this created a bias in favor of prepayment. This split rate remained in effect until April 1, 1855, and of course

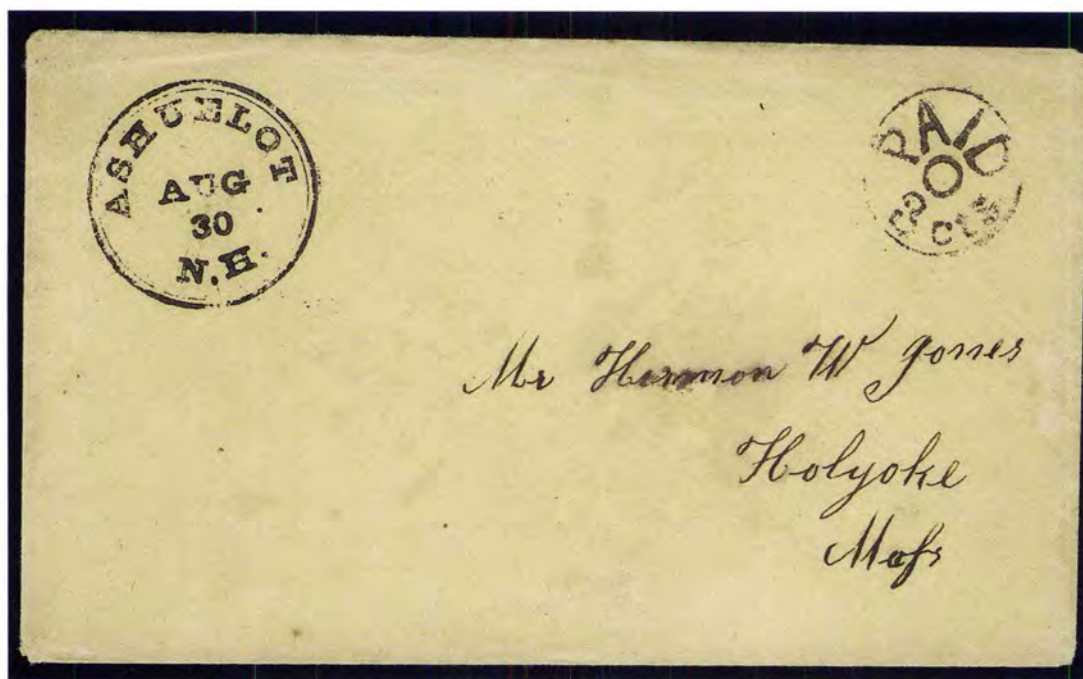


Figure 51. ASHUELOT N.H. [Black 31mm DLCDS] with matching 22mm "PAID/3 cts" in double circle, to Holyoke, Mass.

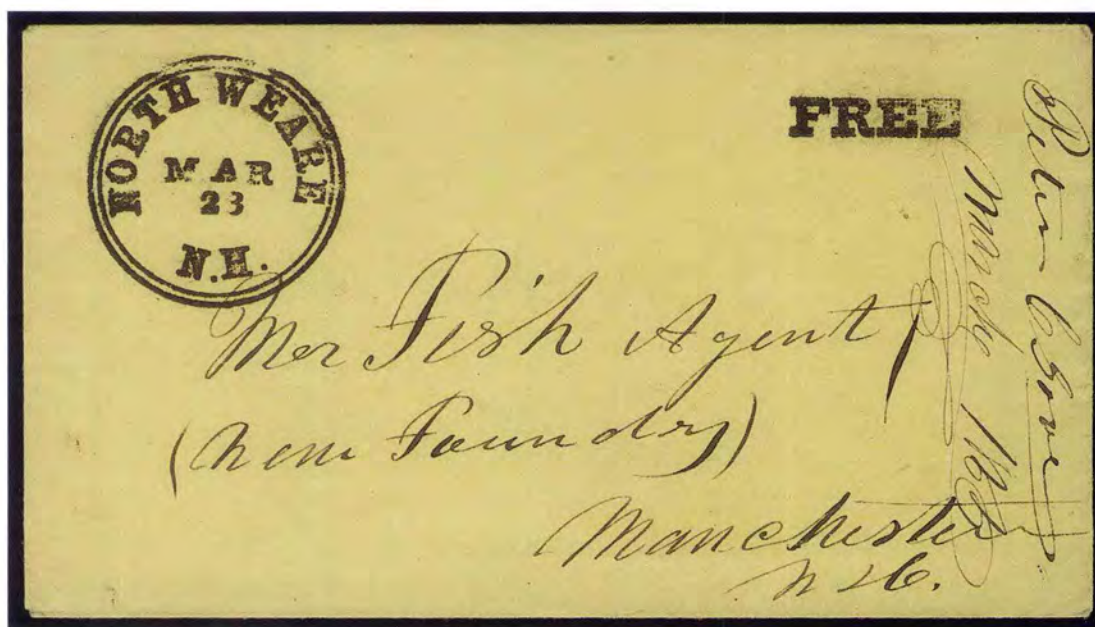


Figure 52. NORTH WEARE N.H. [Black 34mm DLCDS] with matching "Ionic" style 22x5.5mm "FREE," to Manchester, N.H.

covered postal traffic between the eastern part of the United States and the far west (California, Oregon, etc.), most of which transited via the isthmus of Panama.

On the subject cover, each copy of the pair of 3¢

stamps in a red shade of 1853-54 is neatly canceled by a strike of a "6" rating mark in a double circle. Manchester was a large active office, and its circular town datestamp is the usual government issue, but this rating mark appears to be custom-made. The 6¢

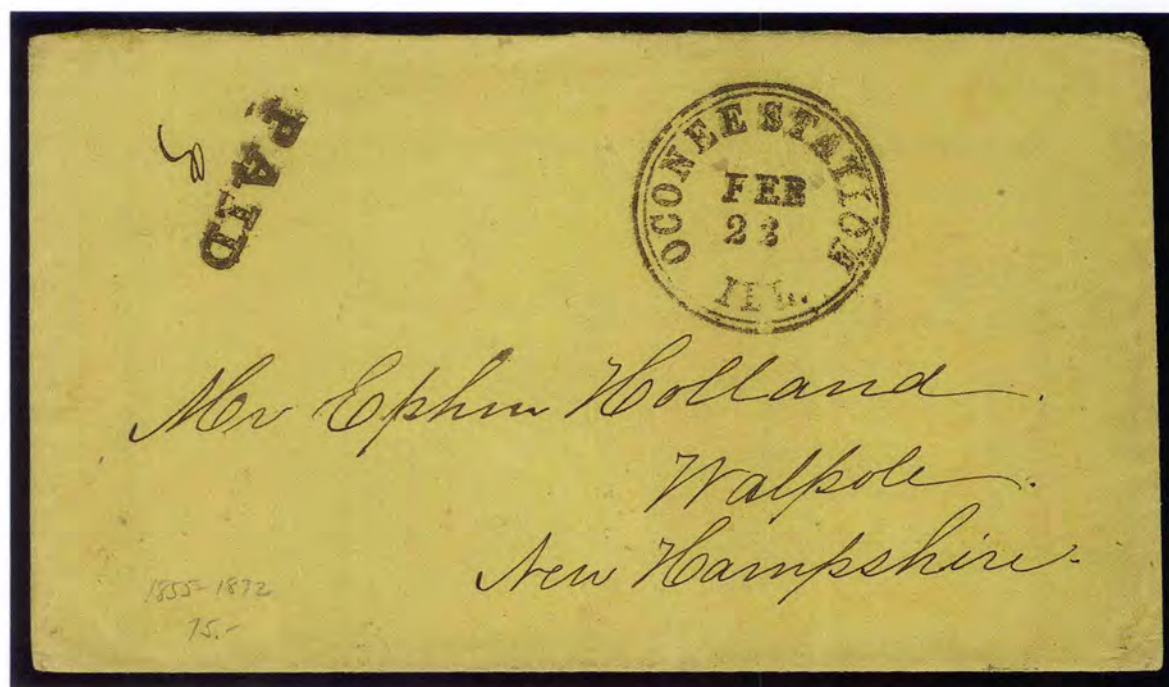


Figure 53. OCONEE STATION N.H. [Black 34mm DLCDS] with matching "Ionic" style 24x6mm "PAID" with ms. "3," to Walpole, N.H.



Figure 54. SHABBONA GROVE ILL. [Red 34mm DLCDS] with matching "Ionic" style 21x5mm "PAID," to Watertown, N.Y. where 41x5mm black "ADVERTISED" and ms. "1" were applied.

rate not only paid a single rate letter to California, but also domestic double rates for letters weighing over $\frac{1}{2}$ oz., so this handstamp could have done double duty on stampless prepaid letters, prepaid in cash.

Town post offices were not only the only source of postal markings during this period. Postal agents aboard railroads and steamboats, known as route agents, also accepted letters and handled the mail, and indeed, railroads are the second most common sources of postal markings, and come in a large and varied array. During this period there was a

tremendous expansion of railroad mileage upon which mail was carried, which doubled, or more, in comparatively short periods of time (5 year intervals).¹

1847 4,402 miles

1852 10,146 miles

1857 22,530 miles

Figures 33 and 34 illustrate folded letters carried along the Boston and Maine Railroad route, which operated along 111 miles of track between Boston, Mass. and Portland, Maine. The blue circular



Figure 55. SHABBONA GROVE DEKALB CO. - ILLINOIS - [Red 35x38 shield shaped DS] with matching "Ionic" style 21.5x5mm "PAID", to Watertown, N.Y. where 41x5mm black "ADVERTISED" and ms. "1" were applied.



Figure 56. NEW IBERIA LA. [Black 33mm DLCDs] canceling 3¢ 1851, to Washington, D.C.

markings are typical of this type, which were often abbreviated, and also appear to be from government issued handstamps. The stampless example was used in May 1850 and has a collect "5" rating. The same marking was carried over into the 1851 rate period; the 3¢ stamp, a Plate 2¹ brownish carmine was probably used in 1852, and is canceled with the standard government style 7-bar grid. This prepaid

use also has a redundant "PAID" handstamp.

The handling by railroad route agents, as evidenced by covers of this period, is different in one very significant way. After 1852, route agents were not permitted to accept stampless mail prepaid *in cash*, therefore one common sort of letter seen in ordinary post offices, *i.e.*, those franked with stampless markings such as "PAID 3" and its



Figure 57. HALIFAX MASS. [Black 32mm DLCDs with tiny 1857 year date] with matching 18x18mm star with hollow center canceling 3¢ 1851, to Northfield, Mass.



Figure 58. SAN RAFAEL CAL. [Black 33mm DLCDS with ms. day date] canceling strip of three 1¢ 1851, to Sacramento, Cal.

multiples, are not encountered. In fact, stampless prepaid letters used in 1851 and 1852 are seldom encountered. The prohibition on these otherwise common stampless uses was one more encouragement

of prepayment with adhesives.

Figures 35 and 36 illustrate another pair of railroad covers, these carried on the 298 miles of track of the New York Central's Albany and Buffalo route,

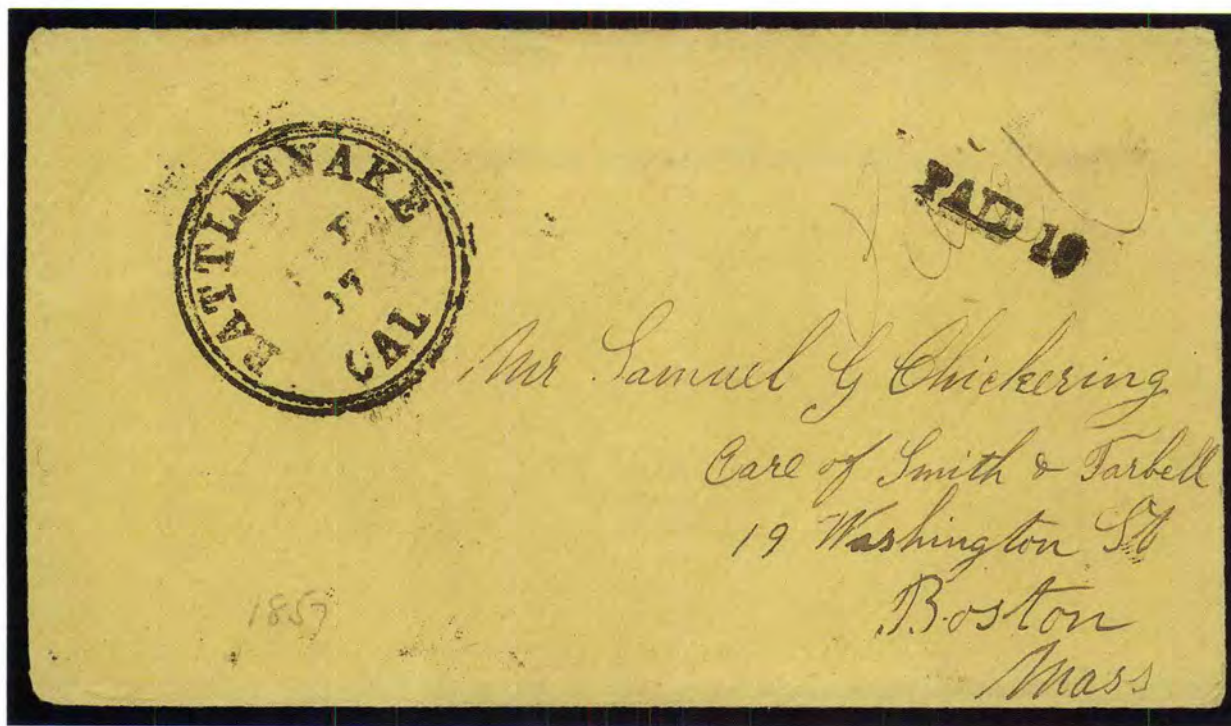


Figure 59. RATTLESNAKE CAL. [Black 34mm DLCDS] with matching 21x5mm "PAID 10," to Boston, Mass.



Figure 60. Same town marking as in Figure 59, but canceling 10¢ 1855 (Type III), to East Vassalboro, Me.

abbreviated ALBY. & BUFFALO R.R., markings all in blue. The designations in the route agents' markings were of the route, and not the name of the government contractor who operated the train. The stampless cover was used in 1850, and has a collect "10," in

circle, possibly due to distance as the cover ended up in Ballard Vale, Mass., possibly more than 300 miles away. This envelope has no indication of where it entered the mail. This lack of certainty about geographic origin is often true of railroad covers,



Figure 61. ELMWOOD ILL. [Black 33.5mm DLCDs] canceling pair of 1¢ imperf 1851 and a perforated 1¢ 1857 (Type IV), to Washington, D.C.



Figure 62. HARTWICK N.Y. [Black 33mm DLCDS] canceling 3¢ 1851, to CENTRAL POINT M.T. [Black 38mm CDS] where forwarded, to Henderson, M.T. (Minn. Terr.)

especially when they lack informative contents or docketing. Such covers may have entered the mail at any point along the route. It could also be a double rate for a letter weighing over ½ ounce.

The adhesive example with a Plate 1st stamp in the

brownish carmine shade, possibly used in 1852, is canceled with an inappropriate “5” in circle and matches the style of the “10” on the stampless cover. The route agent datestamp and possibly also the rating mark appear to be from government issued



Figure 63. MONTGOMERY TXS [Black 26.5 CDS] with matching 15x20mm “V,” to Houston, Texas



Figure 64. MONTGOMERY TXS [Red 26.5 CDS] with matching 22mm 10-bar grid canceling 3¢ 1851, to Houston, Texas

handstamps.

Use of rating stamps as cancelers, both appropriately and inappropriately, occurs on railroad covers just as they do on letters originating at regular post offices. Figures 37 and 38 illustrate inappropriate uses. The first originated on the 94 miles of track of the LOUISVILLE & LEXINGTON R.R. route, with a 3¢ dull red, probably 1853 or 54 use, the stamp canceled

with an inverted red "5" route agent's handstamp with a matching sans serif datestamp. The markings appear to be from stock style government issue. The second is an early use with a Plate 1¹ orange brown stamp, originating on the MAD RIVER & LAKE ERIE R.R. route, 158 miles of track between Sandusky and Dayton, Ohio, used on July 18, 1851. It is dated in pencil, a feature of quite a few railroad covers,



Figure 65. LAWRENCEVILLE, N.J. [Black 35x2mm straightline with ms. date] with ms. "10" rate, to Jersey City, N.J.

probably because pencils were less messy to use than ink pens on moving trains. The stamp is canceled by an inappropriate FREE. The handstamps are in blue, and appear to be regular government issue.

Throughout this article I have referred to particular post offices as "small," "medium sized" or "large," and attempted to tie this into the type of postal markings they used. The Post Office Department had specific guidelines to determine this, and these evolved over time. These are reflected in the Postal Laws and Regulations during the period, as follows:

P.L.&R. 1847, Ch. 69, Sec. 441: "Stamps are only to be procured upon application to the appointment office. They are furnished to offices that collect in postage \$300 a year."

P.L.&R. 1852, Ch. 46, Sec. 321: "Marking and rating stamps of metal are furnished only to offices that collect in postage \$300 a year; but stamps made of wood are furnished to offices collecting in postages \$200 a year."

P.L.&R. 1855, Ch. 33, Sec. 309 and 1857, Ch. 32, Sec. 352: "Post offices, the gross receipts of which are over \$1,000 per annum, will be furnished with

circular marking and rating stamps of steel; less than \$1,000 and over \$500, with stamps of iron; less than \$500 and over \$100, with stamps of wood."

A good idea of where a particular office fell may be gotten by referring to the biennial *U.S. Official Registers*, compiled in odd numbered years, where details of the postmaster compensations and net receipts are given. By adding these figures together it is possible to get a good idea of what total (gross) receipts for the office were except for the very largest offices in the country.



Figure 66. LAWRENCEVILLE, N.J. [Black 42x6 two line straightline] canceling 3¢ 1851, to Philadelphia, Pa.



Figure 67. WARWICK, N.Y. [Blue 29x28mm no outer rim arc over straightline, day date in ms.] with matching 21.5x7mm "PAID" and 8x11mm "5," to Philadelphia, Pa.



Figure 68. WARWICK, N.Y. [Blue 24x2mm straightline with ms. date] with matching 21.5x7mm "PAID" and 9x13mm "3," to Urbana, N.Y.

Between 1847 and 1857, there were 11,444 post offices established in excess of those discontinued. The great majority of these, by far, did not qualify for provision of handstamps at government expense, and had to obtain their devices from private sources and out of their own pockets. This encouraged certain enterprising individuals to offer to supply this substantial need. I shall show products from two of these entrepreneurs.

One of the most prolific manufacturers and distributors of wooden handstamps to small offices during the 1850s, and possibly the most, was Edmond S. Zevely of Pleasant Grove, Maryland (and in and after 1856, Cumberland, Maryland). He was also a government contractor for these types of instruments, and this, combined with his private business, provided devices for literally thousands of different offices. He was also the source of one of the most identifiable types of town markings, the so-called large "balloon" circular date stamp.

Figure 39 illustrates an envelope with the "balloon"

from Mr. Zevely's own post Office, Pleasant Grove, Md., where he also served as postmaster. It exhibits two unusual features. First, it includes the county name "ALLEGANY CO," an inclusion that occurs on only a few dozen other office markings he manufactured, out of the many thousands in this general style. The second is the collect "5" rate at the top of the town marking, which appears to have been "attached," so that the cover was postmarked and rated from a single or unified device in one



Figure 69. Same town marking and "PAID" as in Figure 69, with criss-crossed "PAID"s canceling 3¢ 1851, to Charleston, S.C.

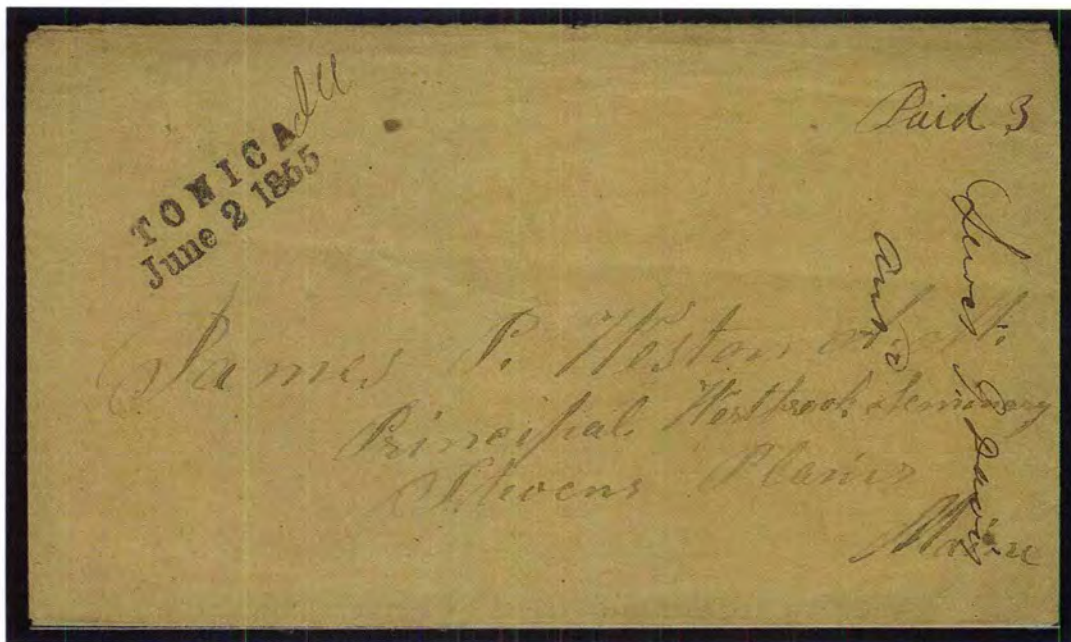


Figure 70. TONICA/JUNE 2 1855 (III.) [Black 29x9mm two line straightline, with state added in ms.] with ms. "PAID 3," to Stevens Plains, Me.

motion, thus saving time. The use is *circa* 1852-54.

Figure 40 is an interesting "kitchen sink" cover, originating with Mr. Zevely at Pleasant Grove, Md. with the same town marking as above, but so struck as to not show the attached "5," sent "Free" on post office business and probably involving the delivery

of a set of wooden handstamps to the postmaster at Weybridge Lower Falls, Vt. *circa* 1852-53. The recipient postmaster proceeded to test out his new set of rating marks, applying 17 strikes to the front and back sides of the envelope, all in an oily deep red ink. This was a small office, with 1853 gross

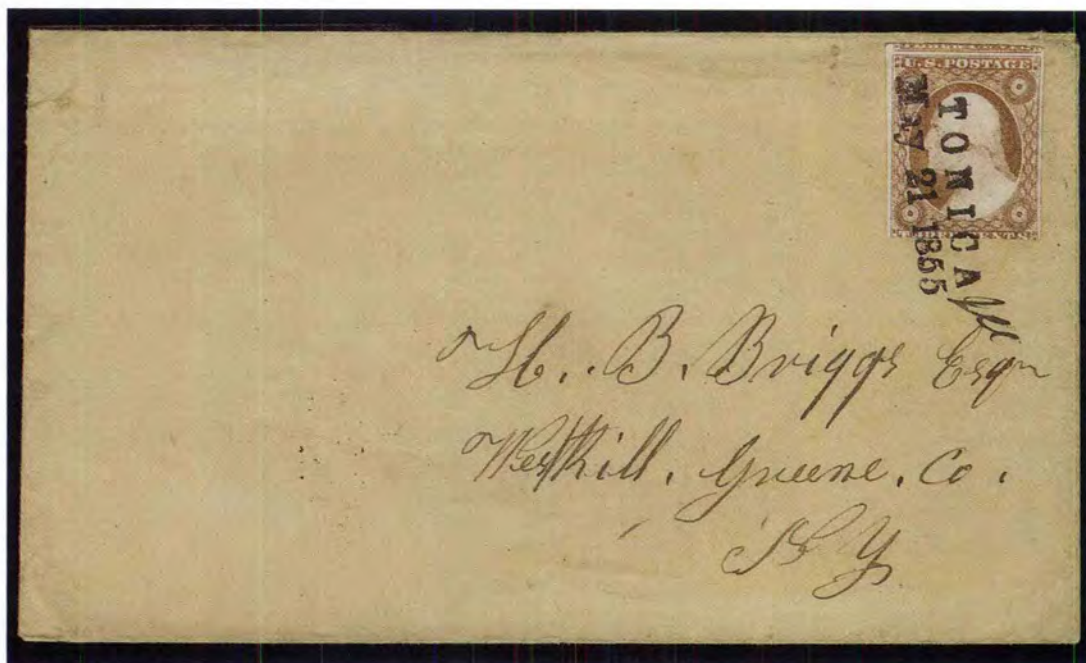


Figure 71. Same markings as in Figure 71, but measuring 30x10mm and canceling 3¢ 1851, to West Kill, N.Y.



Figure 72. COLUMBIA, CAL. [Black 47x13 two line Straightline with ms. date] with matching 19mm "PAID 6," to Bradford, N.H.

postal receipts being about \$79.35. Mr. Zevely in fact appears to have sent the letter free on his private business, as he was entitled to do so as a postmaster. All of the rating marks are "stock styles," even though created as part of a purely private supply business.

Figures 41 and 42 show Zevely "balloons" combined with a couple of the "stock style" rating marks shown on the previous "kitchen sink" cover, both on stampless envelopes. The cover from Fetterman, Va. has the identical and typical Zevely



Figure 73. COLUMBIA CAL [Black 37x3mm straightline with ms. date] with matching 8x13mm slanting "5" and 16x13 diagonal bars grid obliterating a "10" rating mark, the town marking canceling a 3¢ 1851, to Bovina, Miss.

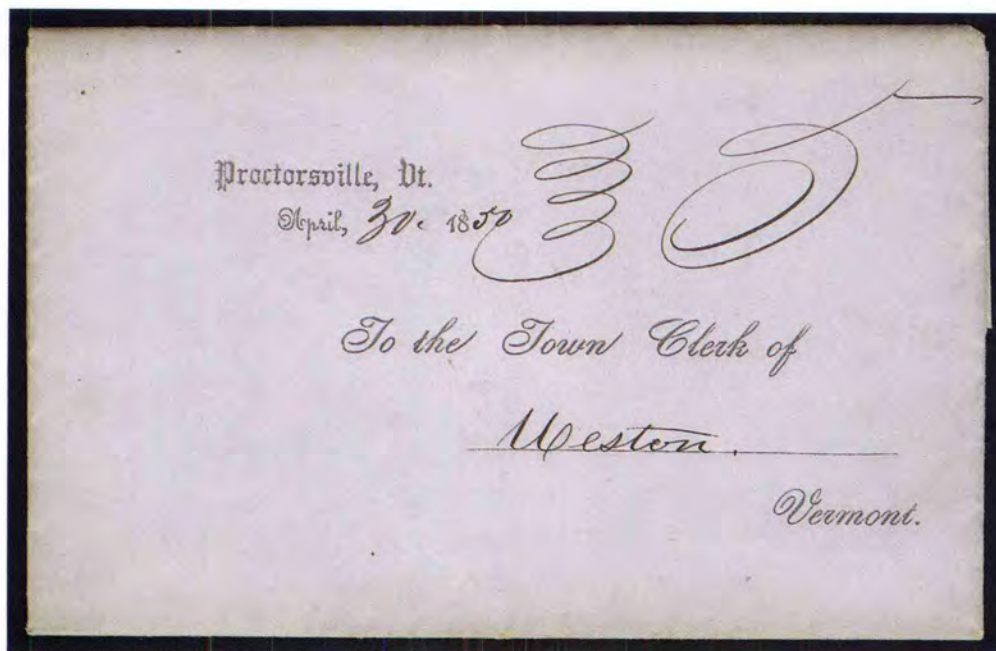


Figure 74. Proctorsville, Vt./April, 30, 1850 [Black 33x11mm printed two line straightline indexed for ms. day date and last two numerals of year date] with ms. "5" rate, to Weston, Vermont

"PAID 3" in circle. The 1853 gross receipts from this office (which would eventually be located in what became the state of West Virginia), amounted to \$150.26, so this was probably privately supplied. The example from Rockport, Ark. is on a pretty embossed lady's cover, with a bold Zevely style FREE. The

1853 receipts of this office were only \$113.41, so again, these handstamps were obtained privately via Mr. Zevely.

Figures 43 and 44 illustrate Zevely "balloons" used as cancelers of stamps, in these cases margin imprint copies of 3¢ stamps from Plate 4 used on envelopes.

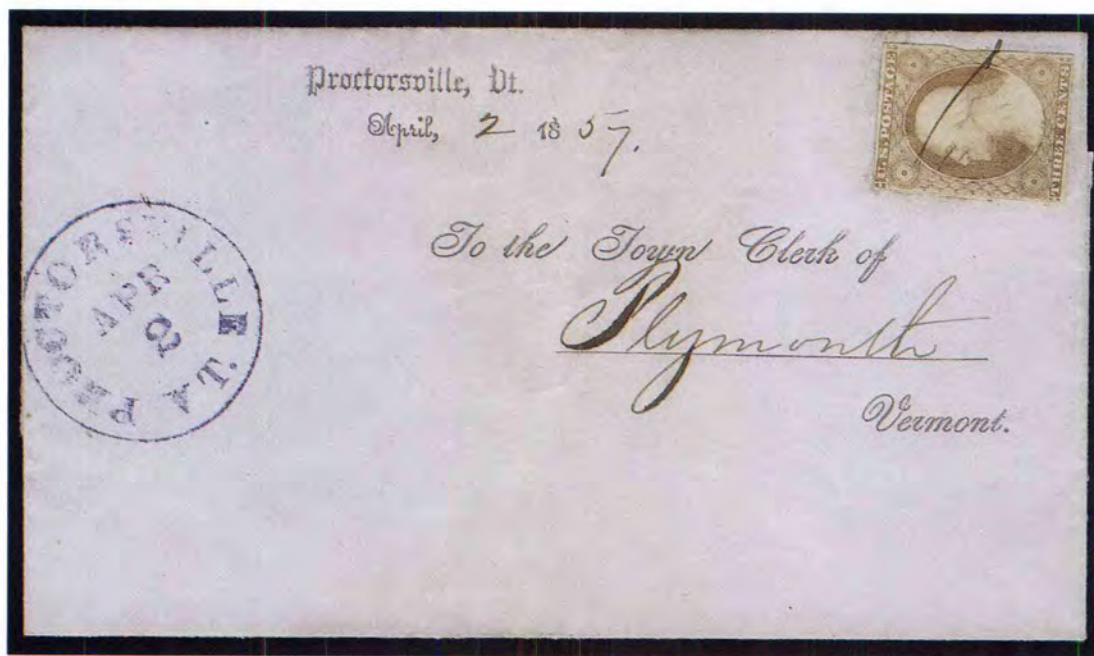


Figure 75. Same postmarks as in Figure 74, indexed for April 2, 1857 with a redundant PROCTORSVILLE [Blue 32mm CDS], 3¢ 1851 pen canceled, to Plymouth, Vermont

The office at Sun Prairie, Wis., 1853 postal receipts \$87.42, used a blue marking on position 41L4, while the office at Edinburgh, Va., 1853 postal receipts \$138.96, used the standard and Department approved black ink to cancel position 50R4, both being privately supplied by Mr. Zevely.

There are numerous covers from the same source in which the adhesives are canceled by rating marks, or by standard canceling devices such as grids. Figure 45 shows just one example with a Zevely balloon from Decatur, Ind., an office with 1853 receipts of \$226.85, which has a 3¢ Plate 3 corner copy, position 1R3, canceled by a standard 7-bar grid. The receipts being over \$200 suggests that these wooden handstamps may have been supplied by Mr. Zevely in his capacity of government contractor. These large style "balloons" are only one of his several identifiable styles. Interested readers are respectfully referred to my

article in the 1987 *American Philatelic Congress Book*, entitled "Identification of Postmark Types from Handstamps Made by Edmond S. Zevely, 1850-1861," for a more comprehensive treatment, with many photo examples of this very rich subject.

My second group of examples from a private source supplying small post offices is intended to demonstrate the evolution of marking styles from a single manufacturer during the 1850s. All of these markings are associated with a distributor known from



Figure 76. TRIANGLE N.Y. JUNE 10 [Black 33.5x30mm four lines with a triangular frame] with day date corrected in ms., and with matching 18mm "PAID/3," to Franklin, N.Y.



Figure 77. Same town marking as in Figure 76 with matching 14.5x4mm "PAID" canceling 3¢ 1851, to Rocky Hill, Connecticut



Figure 78. TRIANGLE N.Y. [Black 32mm CDS] with matching 22mm "PAID/3," unusual configuration, to Union, N.Y.

their advertising circulars as "Collin & Co.," although this is somewhat misleading. Indeed, the brothers Orient and Edward Collin, both clerks in the New York City Post Office, did moonlight in the late 1850s and early 1860s as handstamp distributors, but my research points to Edmund Hoole, also of New York City, as the actual manufacturer of these metal handstamp devices. Mr. Hoole had been engaged in the post office handstamp manufacture at least as far back as 1838. As with Mr. Zevely, Mr. Hoole also had government contracts, and would play an important role in the development of duplex cancelers (with the canceling device attached to the town marking) in the period just before the Civil War. If I am correct in my research, the Collin brothers were just sales agents and distributors using their "inside" positions at the Post Office to target the small offices that were not supplied through government contractors. But just when this presumptive relationship with Mr. Hoole began is not at all clear. It ended about 1862-1863, when "Fitzgerald

& Co." replaced "Collin & Co." on advertising circulars. Nevertheless, for the purpose of this article, I shall refer to those products as "Collin" devices. The evolution of these markings, is, however, quite evident.

Figures 46 and 47 illustrate a matching pair of envelopes with the earliest distinctive style of Collin postmark known to me, used from the office of Bethlehem, N.H. in a small Grafton County town

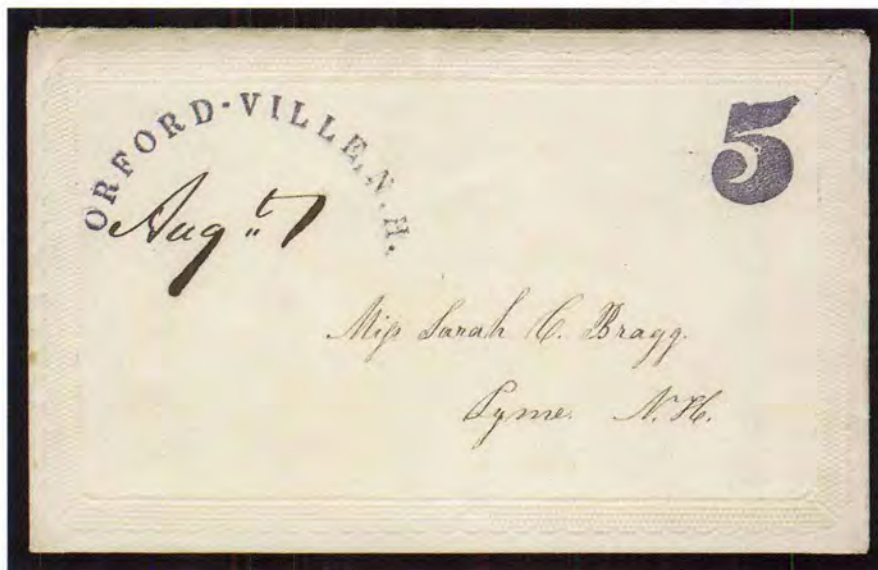


Figure 79. ORFORD-VILLE, N.H. [Blue 43x21mm arc with ms. date] with matching 11x14mm "5," to Lyme, N.H.

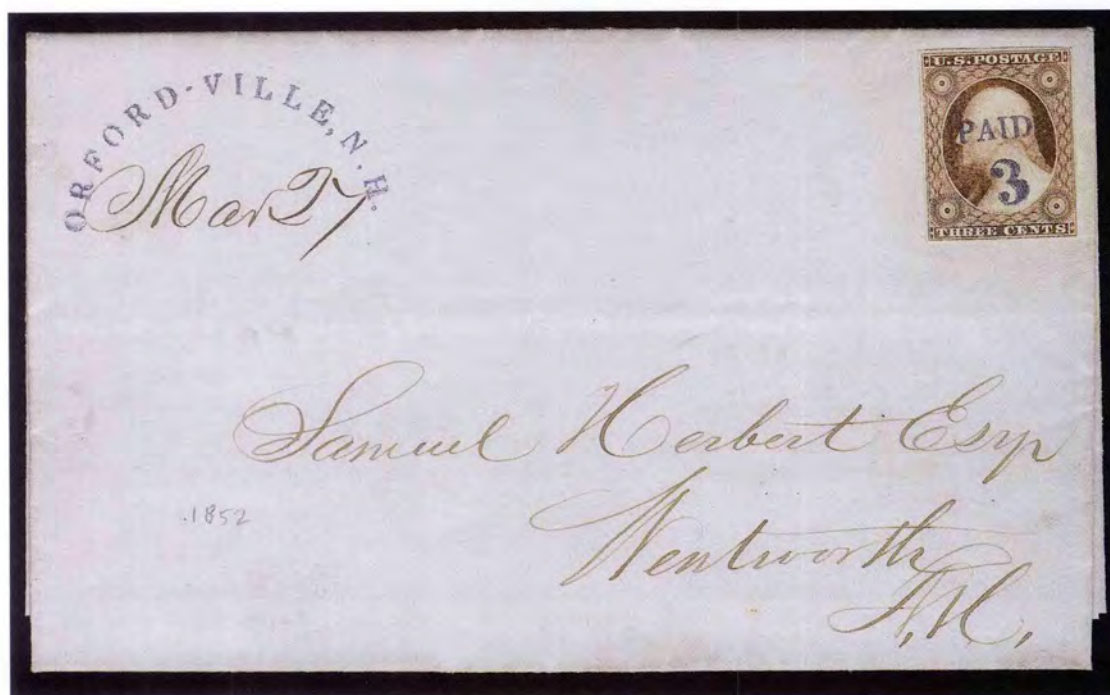


Figure 80. Same town marking as in Figure 79, with matching 10x10mm "PAID/3" canceling 3¢ 1851, to Wentworth, N.H.

whose 1851 receipts totaled \$158.62. This has the typical characteristic of this first style, measuring about 29mm in diameter, with heavily serified letters,

and *most characteristic*: ornaments, usually dashes flanking the state abbreviation. The markings are in bright red, which is often the case; free red ink was



Figure 81. ORFORDVILLE N.H. [Black 33mm DLCDS] canceling 3¢ 1851, to Nashua, N.H.



Figure 82. HADDONFIELD, N.J., to [Black 28mm DCDS with negative lettering within and ms. date] with matching 18x17mm "PAID/3," to Moorestown, N.J.

probably included with the handstamps by the distributor as a promotional incentive. This early Collin type was used mainly from 1850 to 1853/54. The stampless example bears a rather large stock style PAID 3 in circle, a rating mark associated exclusively with this early style. The adhesive specimen is an 1851 use, on a small embossed lady's cover, is franked by a Plate 2^E orange brown 3¢ stamp and canceled by the rating mark and a tiny ink "X" mark which, I suppose, satisfies the letter if not the spirit

of the postal regulation.

This early style is associated with a number of fancy rating marks used on stampless mail. Figures 48 and 49 illustrate two of the most notable. The first is the so-called "Hartland Mailman," used on an envelope from Hartland, Mich. in 1852. This is one of the few figurative designs of the 1850s. Hartland was a small office of Livingston County, with \$76.84 in gross receipts reported in 1851. Nevertheless, the office had a history of using fancy markings in the



Figure 83. Same town marking as in Figure 82, used with pen-canceled 3¢ 1851, to Cinnaminson, New Jersey

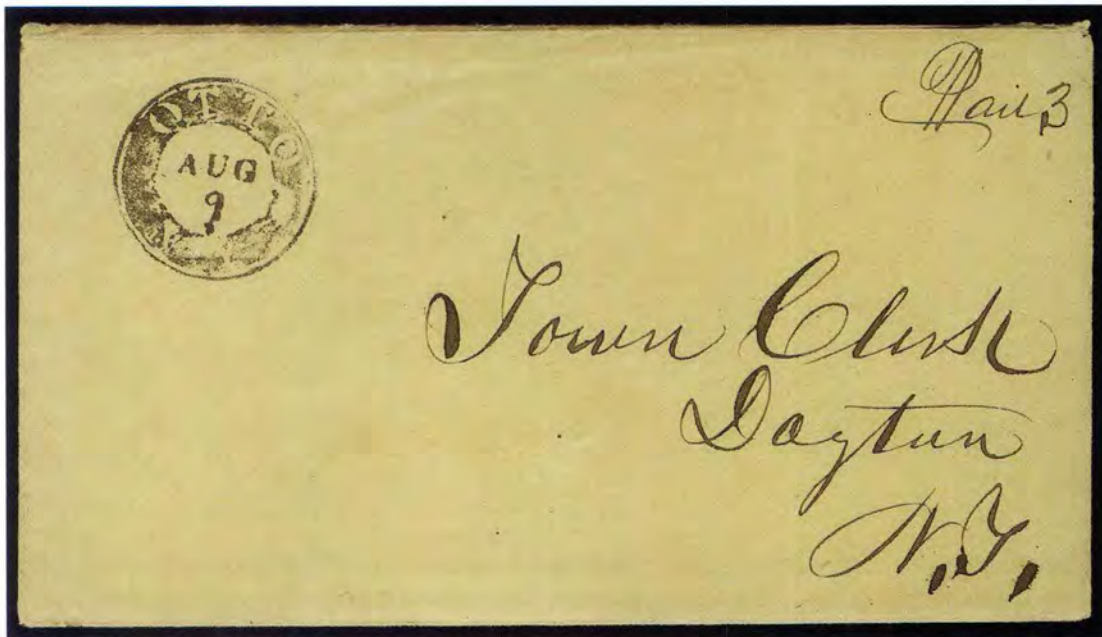


Figure 84. OTTO N-Y [Black 28mm CDS with negative lettering within, day date corrected in ms.] with ms. "PAID 3," to Dayton, N.Y.

stampless period, including a very fancy PAID in scroll, so this little cross-legged fellow holding his tablet with "PAID 3" is in the tradition. The cover also sports a redundant manuscript "Paid 3." The second example is from the office at North Easton, N.Y., used in January 1853. The town marking lacks the usual flanking ornaments, however, the type faces are in every way consistent with the early Collin style. The markings are in the usual bright red ink. The rating mark is a spectacular large negative design,

like a woodblock, with an inscribed "PAID" and "3 cts." This small Washington County office reported only \$120.64 in postages in 1853.

Figures 50 and 51 illustrate the next, and intermediate, Collin style marking, which was used in the period 1853-55, and is characterized by more squarish heavily serified letters surrounded by double outer lines, the outer of which is heavy, the inner being very fine, circle diameter measuring at 31 to 33mm. The letters are very bold, and often wider than they



Figure 85. Same town marking as in Figure 84 canceling 3¢ 1853, to Olean, N.Y.



Figure 86. CANFIELD O. [Black 30mm CDS] with matching criss-crossed strikes of 9x9mm Roman style "III" canceling 3¢ 1851, to Cleveland, Ohio

are high. Most of these markings are found with black ink. My first cover was used from the office at Grantville, Mass., a small office of Norfolk Co., in 1854, whose 1853 postal receipts were reported at \$52.18. It is accompanied by a stock style PAID 3 in circle, with a fine serified PAID slightly arched over the numeral. This is the most frequently encountered of all Collin rating marks. The second cover, also stampless, was used from Ashuelot, N.H., a Cheshire

County office first showing up in the registers in 1855 with postal receipts at \$194.81. In this instance the rating mark "PAID 3 cts" is somewhat fancy, is not a stock style, and was almost certainly custom-made for this post office. These intermediate styles are also found used with adhesives, usually later shades of the 3¢, and Nesbitt postal stationery envelopes.

The final and most typical Collin town marking style is illustrated in Figures 52 and 53, used in the



Figure 87. BOSTON & FITCHBURG R.R. [Blue 33mm CDS] with matching 22mm Roman style "III" canceling 3¢ 1851, to Richmond, Va.



Figure 88. LEOMINSTER Ms. [Black 30mm CDS] with matching 31x18mm "PAID/3," to Bolton, Mass.

period 1855 to 1866. It is characterized by the town name in bold, more rectangular letters, usually taller than wide, with heavy serifs, and like the intermediate type, with double outer circles, outer heavy, inner fine, full diameter measuring 33-34 mm. This style appears on the advertising circulars for Collin & Co., as does the stock style "PAID 3" of Figure 50, and the bold "FREE" of my next stampless example (Figure 52) from North Weare, N.H., an office of Hillsborough County, which was re-established on January 27, 1855, then reporting partial receipts of \$52.90. Please note

that the type face of the date matches the small squarish style of the intermediate type, making this something of a hybrid. This cover enclosed a letter from the postmaster, Peter C. Gove, possibly of an official nature, sent only a few months after the office was re-established. The style of the letters in FREE, with very heavy, serified letters, was described by George Linn, in his monograph on PAID markings,² as "Ionic," which has a nice classical ring to it. It matches the bold Ionic "PAID" on my second example (Figure 53) from the office at Oconee Station, Ill., in



Figure 89. Same markings as in Figure 88, with rating mark canceling 3¢ 1851, to Littleton, Mass.



Figure 90. VERSHIRE VT. [Blue 30mm CDS] with matching 22x22 "PAID/3" with horizontal line dividing figures, to Wells River, Vt.

Shelby County, which reported only one quarter of receipts in the 1855 register, evidently the year it opened, at a minuscule \$8.57. The numeral of the rate is in manuscript, which is rather odd at this date (probably 1855) and for an office using handstamped markings.

Figures 54 and 55, a matched pair on lady's covers to the same addressee, both used in 1855, show a

remarkable succession. The first has the Collin style double lined circle, with hybrid date and a matching Ionic "PAID," both markings in bright red, from Shabbona Grove, Ill., a De Kalb County office, which had three different postmasters in 1855 and reported receipts totaling \$183.30. The second use occurred about a month and a half later, and has a remarkable shield town marking replacing the Collin double lined



Figure 91. Same markings as in Figure 90, with rating mark canceling 3¢ 1851, to Hanover, N.H.



Figure 92. VINCENNES Ind. [Blue 30mm CDS] with 14mm "CHH" based on coin design used as a canceler on 3¢ 1851, to New Orleans, La. (An off-cover example of the same coin-design canceler in black is inset, for clarity)

circle, markings also in red, everything the same including the "ADVERTISED 1" assessed in the receiving office of Watertown, New York. The shield marking includes the county name, the state name unabbreviated flanked by ornamental dashes. This very fancy town marking continued to be used in this

office into the period of the 1857 issues. The office is also known for another unusual town marking in the shape of a large scroll, known used both before and after the Collin double lined circle marking.

The third style Collin town markings were used with imperforate adhesives, but these tend to be late



Figure 93. SO CRAFTSBURY - Vt - [Blue 28mm CDS] with matching 19mm "PAID CHH" modified coin design, to Manchester, N.H.



Figure 94. Same markings as in Figure 93, but with "SO" removed from town marking, to Landaff, N.H.

in that issue's life (Figures 56, 57 and 58). The first is on a small buff lady's cover used from New Iberia, La., a middle-sized office in St. Martin's Parish that

reported a fairly substantial \$902.99 in receipts in 1855. It would seem to have been qualified for wooden handstamps from a government contractor like Mr.



Figure 95. Same markings as in Figure 93, but with "SO" restored to town marking in ms., to Lower Waterford, Vt.

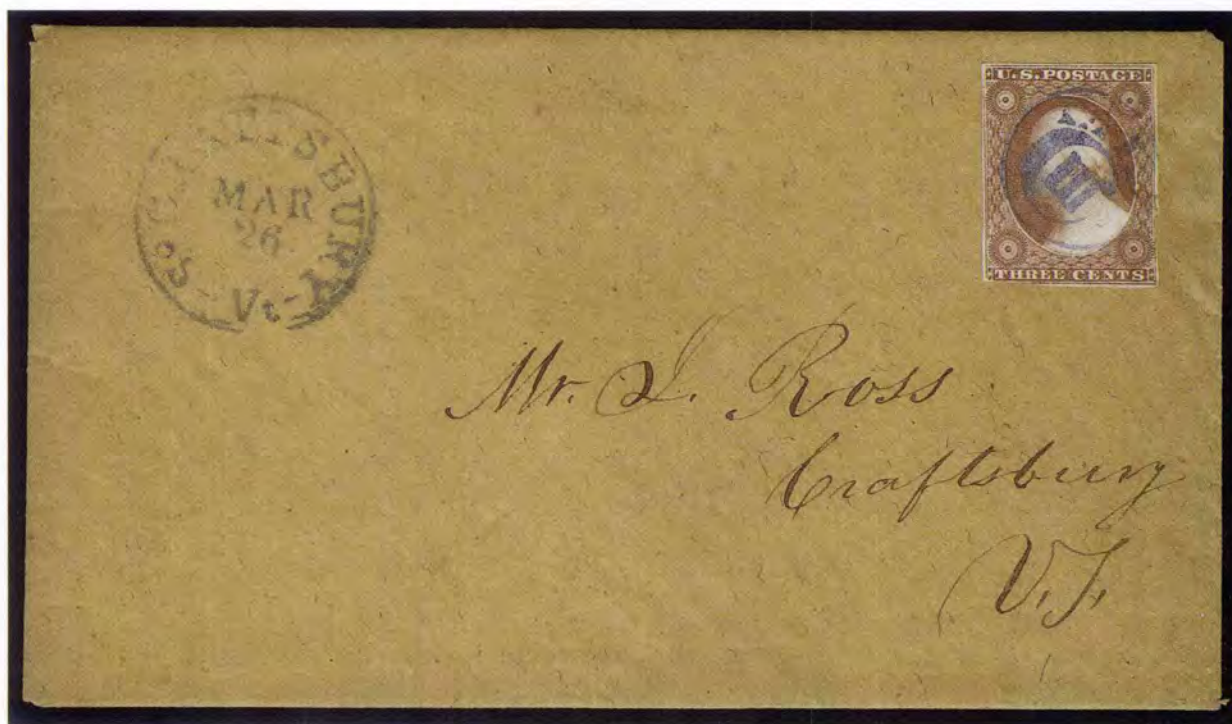


Figure 96. Same markings as in Figure 93, but with rating mark canceling 3¢ 1851, to Craftsbury, Vt.

Zevely, so this is one of those apparent anomalies that are not easy to explain. The handstamp cancels a beautiful 3¢ corner copy in the brownish claret shade, from Plate 6, position 1R6. On the second example, from Halifax, Mass., a small office of Plymouth County, whose receipts were reported at \$74.91 in 1855, the 3¢ stamp is canceled by a slightly fancy “killer,” a star which is hollow at the center. The town marking also has an unusual feature: a tiny “1857” year date. The cover is a small embossed lady’s cover. This office actually used at least two different styles of Collin double lined circles during the 1850s. The third example is a scarce intra-California use from the office at San Rafael, Cal., then a small town in Marin County, reporting only \$38.45 in postage in 1857. The strip of 1¢ type IV stamps is tied to a folded letter sent in

1857. The day date has been added to the postmark in manuscript.

A considerable number of the Collin double lined circle markings, especially the last type, were used at small offices in California. They seem to have been specifically targeted in the marketing strategies of the distributor, and most of them were used late in the lives of the imperforate issues, and after prepayment



Figure 97. Green Island N.Y./MAR 19 [Black 46x11.5mm two line straightline] with matching 14x14mm “CHH” modified coin design canceling 3¢ 1851, to Meriden, N.H.



Figure 98. CLAPPVILLE Mass. [Greenish blue 32mm CDS] with matching 21mm "PAID" over outlined "3," to Blackstone, Mass.

of postage became mandatory in April 1855. Figures 59 and 60 illustrate typical examples from the office at Rattlesnake, Cal. (also known as Rattlesnake Bar), a Placer County office reporting \$351.70 in receipts in 1857, reflecting the fairly high volume of mail from the mining regions, much of it at the trans-continental rate of 10¢. The stampless cover, used in September

1857, has a town marking with a hybrid date style, and a matching "PAID 10" in a small Ionic version. The stamped cover, used a few months earlier in March 1857, has the 10¢ Type III adhesive canceled by the same double lined circle. The strikes are usually very clear and bold, and sometimes even look "printed." The Collin & Co. advertising circular



Figure 99. Same markings as in Figure 97, with rating mark canceling 3¢ 1851, to Ithaca, N.Y.

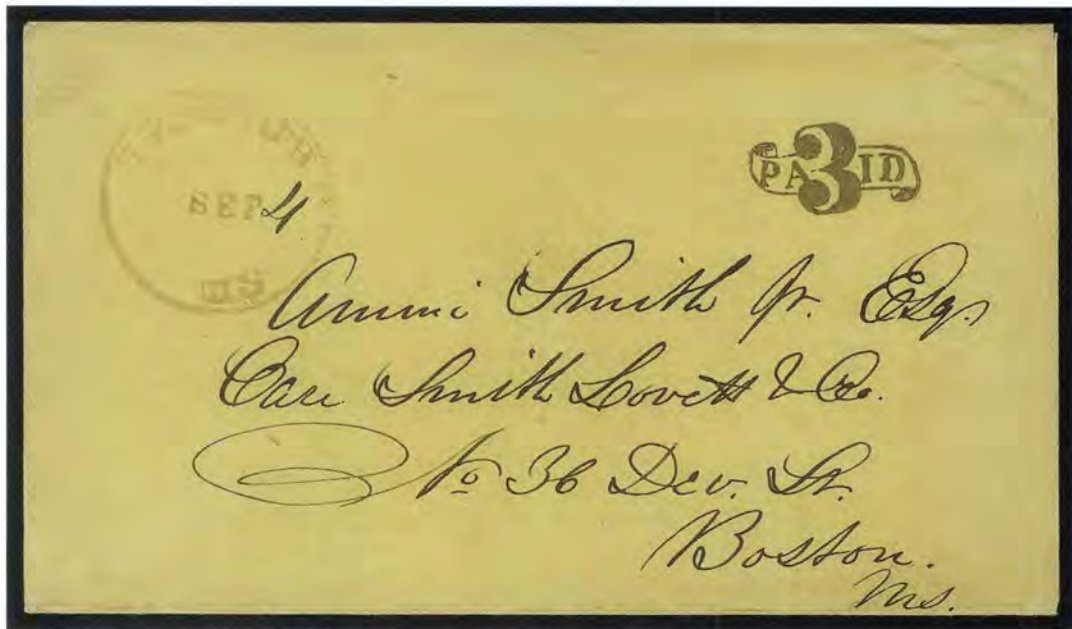


Figure 100. IPSWICH MS [Red 31mm CDS] with black 22x12mm "PAID" in scroll over "3," to Boston, Mass.

offered buyers of their handstamps a free bottle of good quality black printing ink as an incentive, which may explain this.

The great majority of identifiable Collin double lined circle styles are found in the perforated issues of 1857 and 1861. The cover in Figure 61 epitomizes the transition from imperforate to perforated issues, used from Elmwood, Ill., an office in Peoria County reporting \$201.27 in postal receipts in 1855. It is neatly canceled by the town marking, over a pair of imperforate 1c Type II, position 49-50L2, and a single perforated 1c Type IV, position 5R1^L, as plated by Stanley B. Ashbrook, probably used in 1857.

To recapitulate the evolution of the foregoing Collin styles:

1850 - 1853	1853 - 1855	1855-1866
Single line circle with ornaments flanking -STATE- 29mm. Often in red. Most used on stampless and imperforate issues	Small sized double line circle with small square type face. 32-33mm. Usually in black. Most used on stampless, imperforate issues and Nesbitt envelopes.	Large sized double line circle with larger letter type (date sometimes a hybrid-small size). 33-34 mm. Most used on imperforate and perforated issues and Nesbitt envelopes, very often uses 1857 and after.

The final shove to effect prepayment of postage rates came with the Act of March 3, 1855:

Effective April 1, 1855:

Single (up to ½ oz.) domestic rate, not over 3,000 miles: 3¢

Single (up to ½ oz.) domestic rate, over 3,000 miles: 10¢
prepayment required, but:

from April 1, 1855 to Dec. 31, 1855, an ordinary domestic letter could be prepaid in cash (stampless) or by use of stamps

from January 1, 1856 prepayment by use of stamps became required. To be more precise, the requirement to place postage stamps on prepaid letters had been left within the powers of the Postmaster General in the Act of May 3, 1855, effective January 1, 1856, and he acted upon it.

Prepayment of postage with stamps was not required on a variety of mail under the 1855 Act, including: drop letters (not required until 1861), printed circulars (not required until 1857), ship letters, letters sent under the franking privilege or on official business, and mail to foreign destinations.

With respect to the prepayment of the 10¢ rate, which governed letters sent between the eastern and western parts of the country, the requirement to use postage stamps must have been interpreted rather loosely. Although I have not yet seen any explicit exemption from such mandatory use, the physical evidence, especially on letters traveling from west to east, suggests that, at the very least, there was widespread tolerance of stampless prepayment, until

about 1861. This could be explained by chronic shortages of stamps in parts of the west, which necessitated the use of stampless markings. An example of this late stampless mail has already been shown, from Rattlesnake, Cal. (Figure 59), in 1857.

I close this section on postal markings from offices who obtained their handstamps from specific private distributors by illustrating Figure 62,

which is an envelope originating at Hartwick, N.Y., with a claret shade 3¢ canceled by a bold strike of their Collin double lined circle, sent to Central Point, M.T. (Minnesota Territory), where it was forwarded with a Zevely balloon postmark and manuscript "3" (corrected from "5") to Henderson, Minn. Terr., in 1855, during the 9 month interim period between mandatory prepayment and the mandatory prepayment by use of stamps.

The U.S. territories and the western part of the U.S. had many relatively new and small offices, which resulted in the use of privately acquired and

sometimes unusual handstamps. The State of Texas to some extent fits this profile, although its position was somewhat anomalous. It had been an independent political entity until late 1845 (republic), a distinction it shares only with Hawaii, and had struggled with its own independent postal system. Its population was sparse, in what was mainly a huge wilderness, and had only a few, mostly small and middle-sized offices. Figures 63 and 64 illustrate covers which originated in one of the "larger" offices, Montgomery, Txs, the county seat of Montgomery Co. The stampless use



Figure 101. IPSWICH Mass [Red 32mm CDS] with Black 22x12mm "PAID" in scroll over "3" canceling 3¢ 1851, to Boston, Mass.



Figure 102. IPSWICH Mass [Red 32mm CDS] with black 20x14mm "PAID/3" common stock style, to Great Falls, N.H.

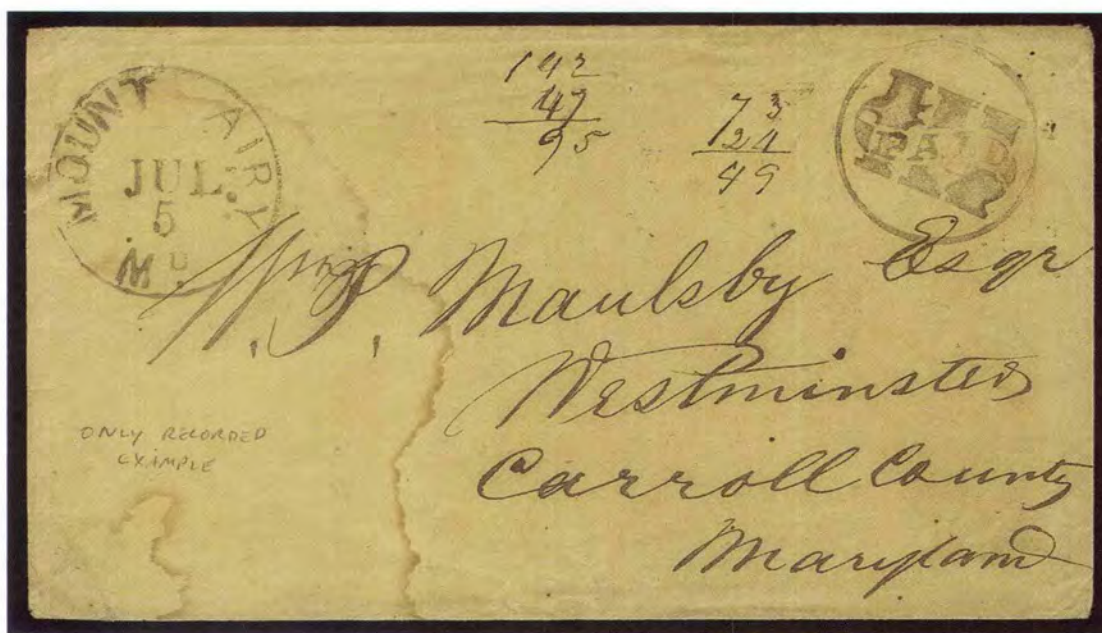


Figure 103. MOUNT AIRY MD. [Black 31mm CDS] with matching 27mm "PAID" in ribbon over Roman style "III," to Westminster, Maryland

is a folded letter with their small circular datestamp and matching Roman "V," used in 1849. The same town marking, but in red this time, was used in February 1852 with a 3¢ 1851 orange brown stamp, canceled with a matching 10 bar grid. The town

marking was obviously a holdover from earlier times, custom-made and privately acquired, but the grid appears to be standard government supplied issue, and could be since this office's 1851 receipts totaled \$347.01, which is a fairly substantial amount from a



Figure 104. WESTMORELAND DEPOT N.H. [Blue 32mm CDS] with matching 10x15mm "3" with negative "PAID" within, to South Woodstock, Vermont

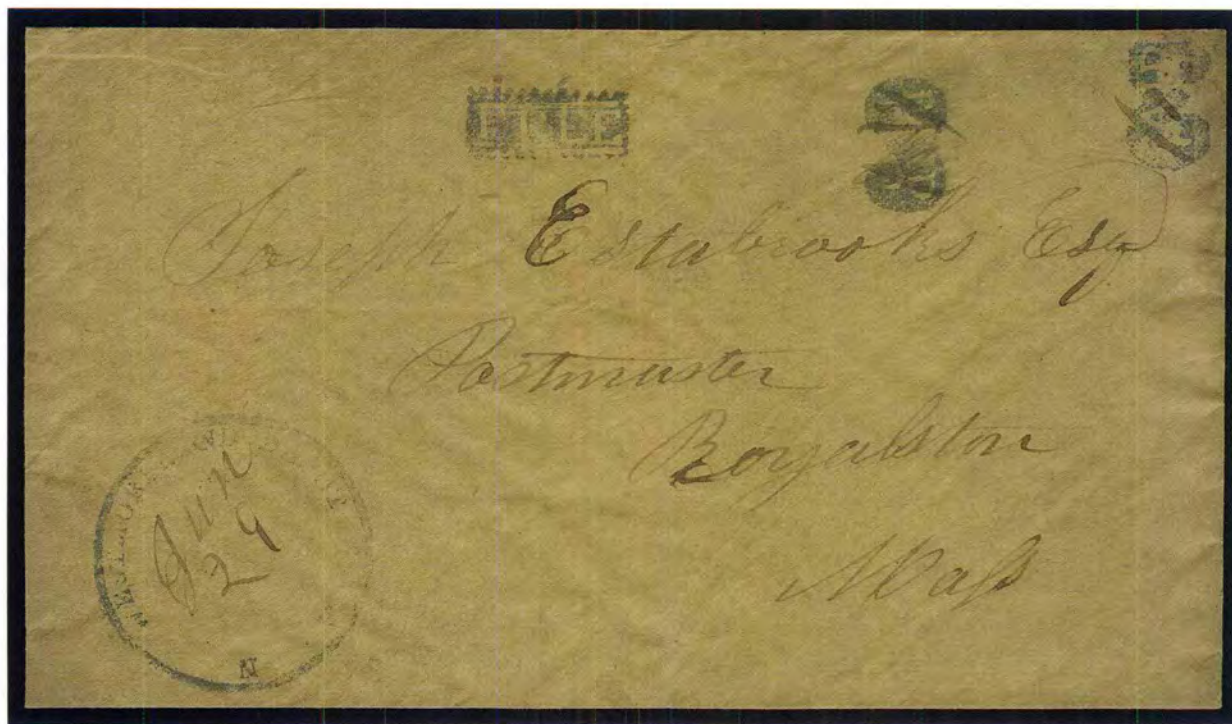


Figure 105. WESTMORELAND DEPOT N.H. [Blue 31mm CDS] with matching 10x15mm "3" with negative "PAID" within, two strikes deleted with ms., and 19x8mm fancy box with negative "FREE," to Royalton, Mass.



Figure 106. Same markings as on Figure 104, "PAID in 3" measures 10x16mm and cancels 3¢ 1851, to Le Roy, New York

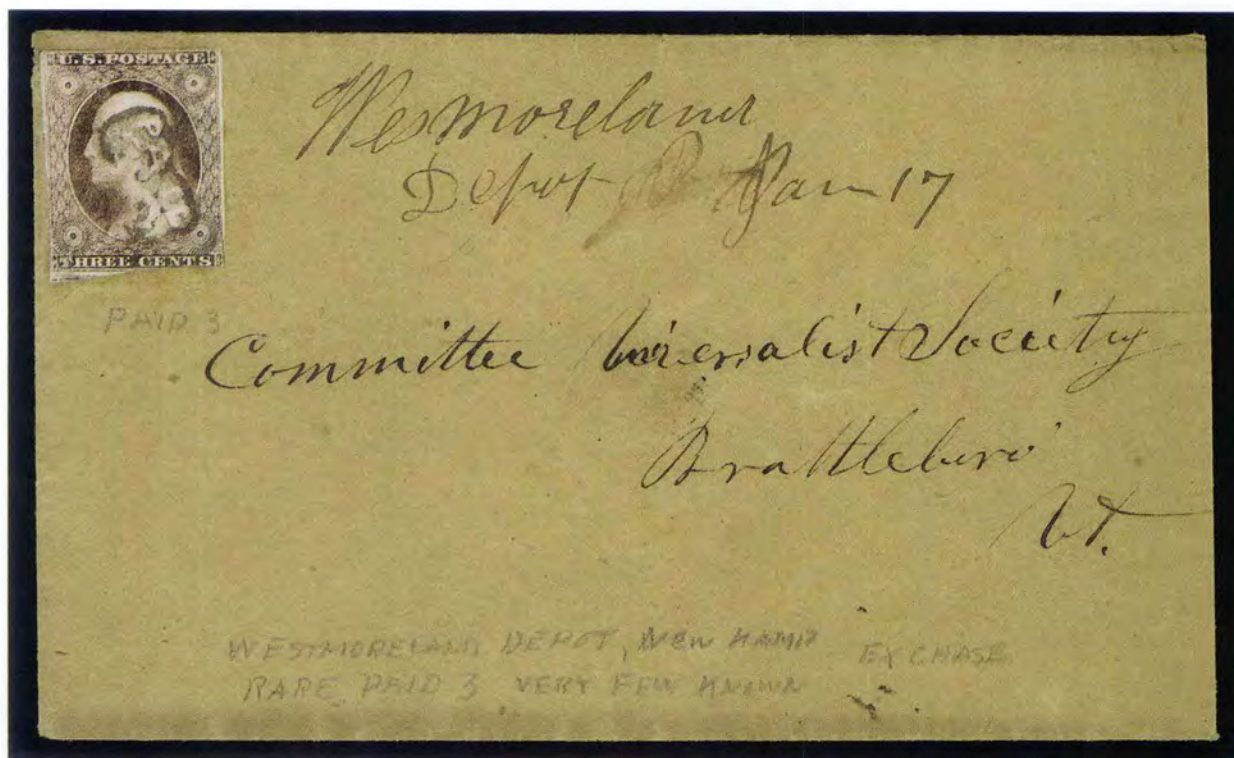


Figure 107. "Westmoreland Depot NH Jan. 17" ms. town marking, used with brown 8.5x15mm "3" with negative "PAID" within (different handstamp than in Figures 104, 105 and 106), to Brattleboro, Vt.

place that is not exactly well-known today.

Holdovers from earlier times are sometimes found in non-standard forms or configurations. Many of these are well documented in the front section of *Simpson's U.S. Postal Markings 1851-61*, previously

mentioned. Figures 65 and 66 illustrate a pair of covers originating in Lawrenceville, N.J., a middle-sized office of Mercer Co. The stampless use is on a folded letter dated 1838. Before 1845 straightline town markings are encountered quite frequently, in fact it was the



Figure 108. BRATTLEBORO Vt. [Black 30mm CDS] with matching 12x12.5mm "3" with negative "PAID" within, to Indianapolis, Indiana

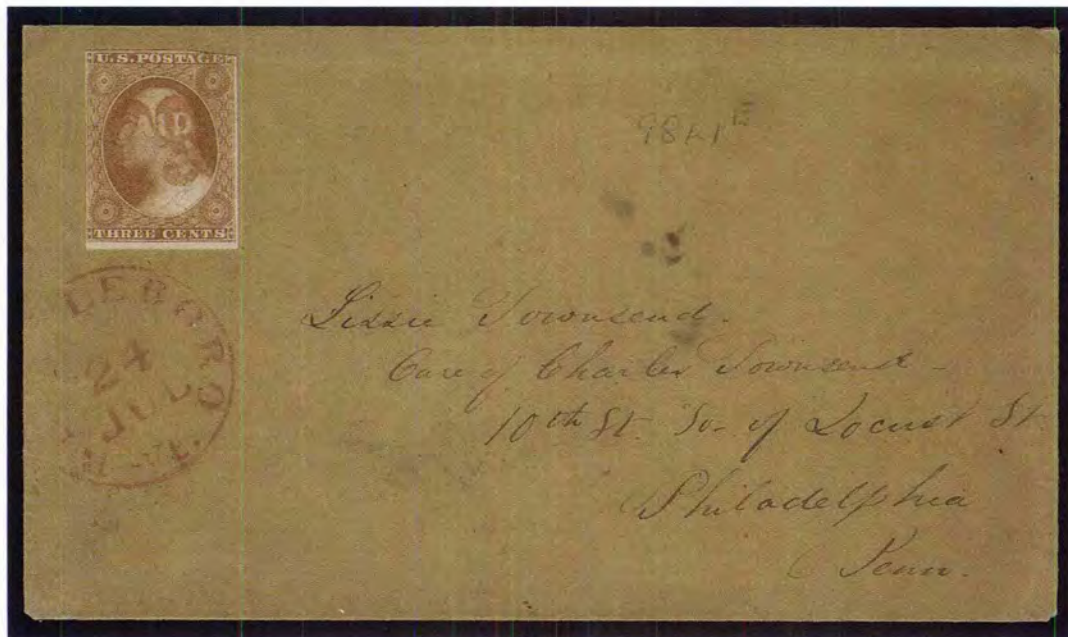


Figure 109. Same markings as in Figure 107, except in red, rating mark canceling 3¢ 1851, to Philadelphia, Pa.

earliest configuration for handstamped markings, dating back into the 18th century. But by 1853, the date of use of the straightline canceling the 3¢ 1851 on a small lady's cover, this style was definitely archaic, if not obsolete. Such uses are predominantly from smaller offices. The 1853 receipts at this office totaled \$215.01. This pair came from two slightly

different devices, the one canceling the stamp having larger letters, so it would seem the postmaster was faithful only to the general style, antiquated as it was.

The next trio, Figures 67, 68 and 69 illustrate a succession of non-standard markings from Warwick, N.Y., a middle-sized office of Orange Co. The first is a folded lettersheet used ca. 1849-50 with a roughly



Figure 110. BRATTLEBOROUGH Vt. [Black 33mm CDS] with matching 20mm combination "PAID/3" within 13-bar grid bounded by a double outer line circle, to Northfield, Mass.

circular town marking but with no outer circle (rimless), with matching bold "PAID" and "5" rating marks. Next is an antiquated small straightline with similarly oriented "PAID" and "3" rating marks, used ca. 1852, on a folded lettersheet. Finally, a use of the same straightline used on a brownish carmine 3¢ 1851 adhesive, on a small embossed lady's cover, probably used in 1852. The stamp is canceled with crossed "PAID" markings, the "PAID" being from the same handstamp as shown on the stampless examples. All the markings are in a watery blue color, and each town marking is dated to some extent in manuscript. The 1853 receipts of the office totaled \$209.31.

The pair, Figures 70 and 71, is notable for several reasons. The small office at Tonica, La Salle Co., Ill., used a straightline town marking very late in the stampless period. You will recall that after prepayment of postage became mandatory on April 1, 1855 there was a nine month period, lasting until December 31, 1855 when such use could be stampless, *i.e.*, paid in cash. After that the use of adhesives was required. Both of these covers were used during the transitional period. This town marking has at least two unusual features: The handstamps lacked a state designation which was added in manuscript, and have for the 1850s a fairly early year-dated date line. In fact, the use of a year date in the town marking between 1851 and 1854 is so uncommon that there has been speculation that it was prohibited, although I have never come across any official document, record or correspondence that addresses this issue, and I have been on the alert for it. The practice of using year dates only resumed in 1855, and quickly became a common feature of town markings. The type face of the Tonica marking is very similar to the bold Ionic style, and was used by at least one other office (Wenona, Ind.), so it is possible that it was acquired from Collin & Co. On the adhesive use, the straightline is also used as a canceler, but the postmaster still felt compelled to squeeze in the state designation in manuscript, awkwardly placed as it was. Both covers are the dark buff or brownish envelopes (cheap wood pulp) that become increasingly common during the 1850s. The 1855 receipts at Tonica totaled \$145.48.

Straightline town markings were used in a few western offices during the period, and they have a flavor of their own. Many of these offices have unfamiliar names today, but because they were connected with mining during the 1840s and '50s they were not really "small." Figures 72 and 73 illustrate a pair of envelopes with two different straightlines

from Columbia Cal., in Tuolumne Co., both used ca. 1853-54. The stampless example in two lines with large bold letters has a "PAID 6" in circle, paying the over 3,000 miles rate for a single letter. The adhesive cover is a bit more complicated. Apparently it was originally rated "10" as an unpaid letter going across the country to Miss., but the sender produced a 3¢ stamp and the post office accepted the letter as partially prepaid, obliterated the "10" with a small squarish grid with diagonal lines, and re-rated the cover as "5" collect, and applied the small single line straightline town marking as a canceler. Both styles were dated in manuscript. Both uses are on cheap brownish wood pulp envelopes. The 1853 receipts, which is only partial, was a whopping \$946.35.

An extremely unusual manner of postmarking letters was to have them printed, or partially printed, usually as part of some mass mailing. Only a half dozen or so different offices are recorded as having printed town markings during the 1850s. Figures 74 and 75 illustrate the printed straightline of Proctorsville, Vt., in Windsor Co., which was used during the entire lifetime of the 1851 issue, though it could hardly be called common. The type face is an antiquated Old English with a fancy script type dateline with space for insertion of the day and part of the year in manuscript. This latter practice is sometimes called "indexing." Both examples show that the use of print was a part of a convenience feature, in fulfilling a legal requirement of sending reports to the town clerks of various Vermont towns. The stampless example, sent in April 1850, was sent with a flourish and a manuscript "5" collect rating. The adhesive use was sent at the end of the life of the 1851 issue, is postmarked with a totally redundant and standard circular date stamp. It is almost endearing to see that the postmaster still felt compelled to index the date of the printed marking, and also canceled the very weary 3¢ 1851 stamp with a few pen strokes, in conformity with the regulations first issued in 1847. No time was saved here, and this was a fairly large office, reporting \$553.66 in postal receipts in 1851. These primitive printed markings could be considered the ancestors of precancels, permits and meter markings.

Of course there were other unusual configurations in use during this period. Figures 76, 77 and 78 illustrate markings from the office at Triangle, N.Y. in Broome County. The first, used ca. 1852, on a small black-edged mourning envelope, shows that they capitalized on their name to use a triangular format for their town marking, though the rating mark is a

bit less interesting. Both markings are obviously custom-made, for a small office whose 1853 receipts were only \$71.57. The second cover is a grayish blue folded letter with a 3¢ 1851 in the brownish carmine shade with a claret tint, used in 1852, the stamp canceled by a "PAID" handstamp. The third of this trio shows that this office soon abandoned their unusual town marking for a more standard circular marking, this being used in 1853 on an envelope, with a matching bold "PAID 3" rating mark. While these later markings are less exceptional, they are in a type face which is not associated with any standard stock style, and were probably acquired privately, or custom made.

The next trio, Figures 79, 80 and 81, shows a succession of markings used at another small office using town markings of non-standard types. Orfordville, N.H., of Grafton Co., is first represented by an 1849 cover illustrating the large blue arc town marking, dated in manuscript, and rated with a matching bold "5." It is used on a small embossed lady's envelope, ungummed flap sealed by a wax wafer. The same town marking is next found used with a 3¢ 1851 stamp in a brownish carmine shade, on an 1853 bluish folded letter, the adhesive canceled with an irregularly stamped "PAID 3" rating mark. At some time, probably around 1855, this office abandoned their elegant arcs and acquired a Collin double lined circle handstamp that produced impressions so perfect that they appear to be printed. Orfordville's 1853 receipts were reported at only \$37.78, so it is probable that all of their handstamps were acquired from private sources at their own expense.

During the classic period the use of devices that produced negative figures or lettering instead of the typical positive elements comprised only a tiny fraction of the total. Figures 82 and 83 illustrate one of the more "common" examples, from the Camden Co. office at Haddonfield, N.J., with their negative letter town marking bounded by outer and inner lines and dated in manuscript. The stampless cover is on a plain white envelope, used ca. 1852, with an ungummed flap sealed with a wafer. The "PAID 3" is not a stock type, rather crude in an oddly elegant way. The cover with the 3¢ 1851 issue was used in 1853, is on a similar envelope, is also dated in manuscript, which matches the pen cancels on the adhesive. This office reported receipts of \$212.96 in 1853, so it was a middle-sized operation, but for some reason the postmaster opted for non-standard devices acquired from a local source, and dated and canceled his mail

in a rather time-consuming and laborious manner.

The negative town marking used at the Cattaraugus Co. office of Otto, N.Y. was quite similar, except that the date within the marking is made up with type in the usual manner and is bounded only by an outer line. The stampless example, Figure 84, may have been used later than the adhesive cover, Figure 85. It is on a buff envelope. The handstamp shows some sign of wear and is rated the old fashioned way, in manuscript. The 3¢ 1851 is canceled with the town marking, was used ca. 1853 on a small white envelope, ungummed flap sealed with a wax wafer. The impression of the marking is quite complete. The 1853 receipts totaled \$136.84, and at that level we see a rather exotic and probably locally acquired product.

The use of Roman numerals in rating marks is also somewhat exotic, but quite common from July 1845 through the early 1850s. Hundreds, if not thousands, of offices used them at one time or another. Their use as canceling devices, however, was not nearly as common. Figures 86 and 87 illustrate the use of Roman numeral rating marks soon after the appearance of the 1851 issues. The use from Canfield, O., a Mahoning Co. office is on a Plate 1 Early 3¢ stamp, used in the second week of use, with criss-crossed Roman III of a crude, simple style, on a bluish folded lettersheet. Canfield was a fairly active office with \$444.67 in receipts in 1851. Its town marking is from standard metal type, but the rating mark is very unusual and probably acquired locally and cheaply to meet the needs of the new rate.

The use of a 3¢ rating mark with a railroad route agent marking is a great oddity, though use of this as a canceler makes some sense. In this case the blue markings of the BOSTON & FITCHBURG R.R., a line operating along 234 miles of track from Boston, Mass. to Burlington, Vt., were applied to a blue envelope, ungummed flap sealed with a wax wafer. The stamp is a Plate 5 Early orange brown with a reddish tint, and the Roman III is enclosed in a circle. It looks like a large bar grid, but is clearly a Roman numeral. It is a fair question whether this marking was ever intended to rate stampless letters, paid in cash, since as far as railroad agents were concerned, this practice was definitely discouraged, probably to prevent train robberies, and by 1852 it was actually prohibited. The use of this or any other "PAID 3" on a stampless railroad cover would be a great but subtle rarity.

The use of rating stamps as cancelers was common enough that there are many interesting variations. Figures 88 and 89 illustrate the large "PAID 3" used at the Worcester Co. office at Leominster, Ms. The



Figure 111. CENTRE-SANDWICH NH [Black 32mm CDS] with matching 14x20 "3" with negative "PAID" within, to Centre Conway, N.H.

stampless cover is an 1853 grayish blue lettersheet. The same marking cancels a 3¢ 1851, also used in 1853 on a blue folded lettersheet. This office's receipts in this year were reported at \$971.66, so it was a large operation. The circular town marking is standard government issue from a metal instrument, but the rating mark is more unusual, and was probably custom made for the long time postmaster, Charles H. Coburn, who became a dedicated user of rating marks as cancelers. He must have been what would be called today a "neat freak," for he carefully applied numeral rating marks, usually "3," to stamps into the 1860s, so carefully that they have sometimes been described as precancels. He also used an array of adhesive labels with auxiliary markings in the late '50s and early '60s, beyond the scope of this survey, but all pointing to unusual tastes and a somewhat compulsive nature.

Figures 90 and 91 illustrate a somewhat fancier configuration of the "PAID/3" of Vershire, Vt., an Orange Co. office that reported \$114.30 receipts in

1853. The style is a bit crude, with an odd bar interposed between the "PAID" and "3." Both covers were sent ca. 1853 on blue tinted lettersheets. The town marking has the day date added in manuscript, and it and the rating stamp were surely privately and locally acquired. All markings are in dark blue.

July 1, 1851, the key date for philatelists interested in the issue of that year, also saw the introduction of a small silver coin, sometimes called a "trime" (and more popularly and imaginatively called "fish scales"), whose reverse side depicted a Roman III surrounded by an ornamental "C" (for "cent"). This classic design inspired several post offices to have rating handstamps based on the same design, or some derivative of it. Figure 92 is a white folded lettersheet franked with an orange brown 3¢ 1851 stamp, canceled by a blue Vincennes, Ind. town marking, as well as a strike of their trime rating mark. This marking realistically reproduces the size and actual design of the coin, and on a stampless cover would have required the addition of a "PAID" to indicate the

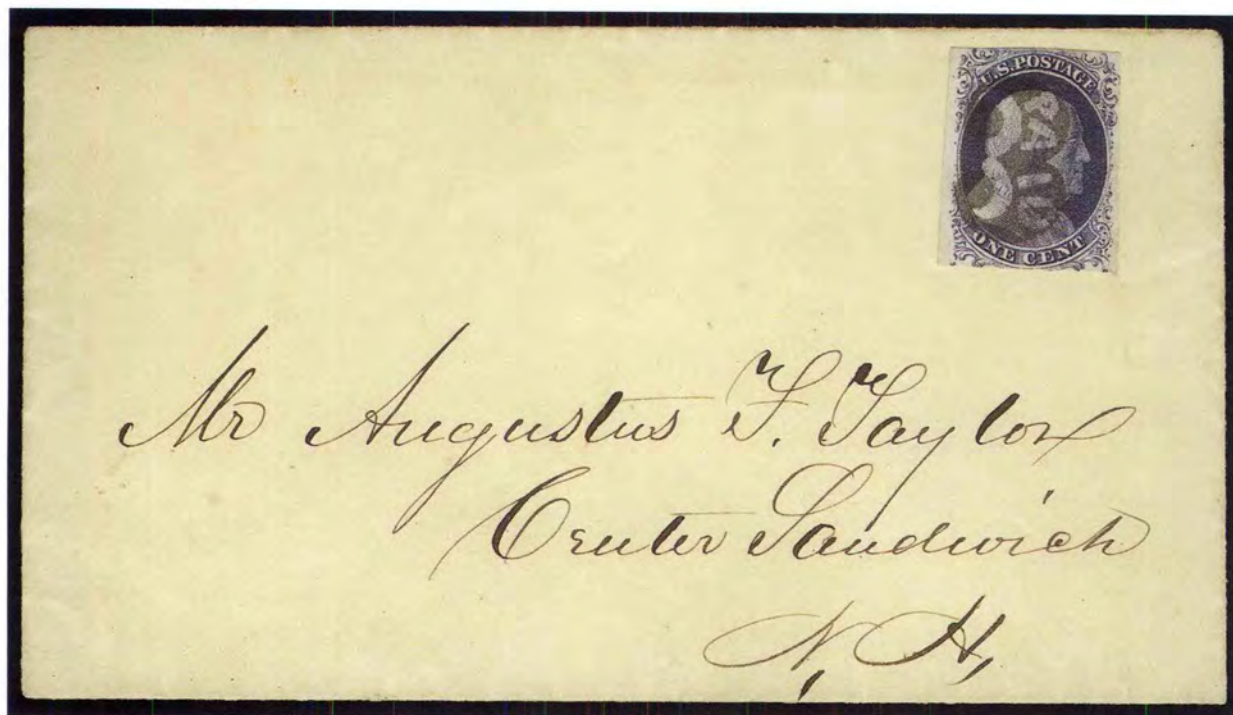


Figure 112. (CENTRE SANDWICH, N.H.), no town marking, same rating mark as in Figure 110 canceling 1¢ 1851, used on drop letter to Centre Sandwich, N.H.



Figure 113. CENTER-SANDWICH NH [Blue 32mm CDS] with matching 25x21mm "PAID/3," rather crude, to Tamworth, N.H.

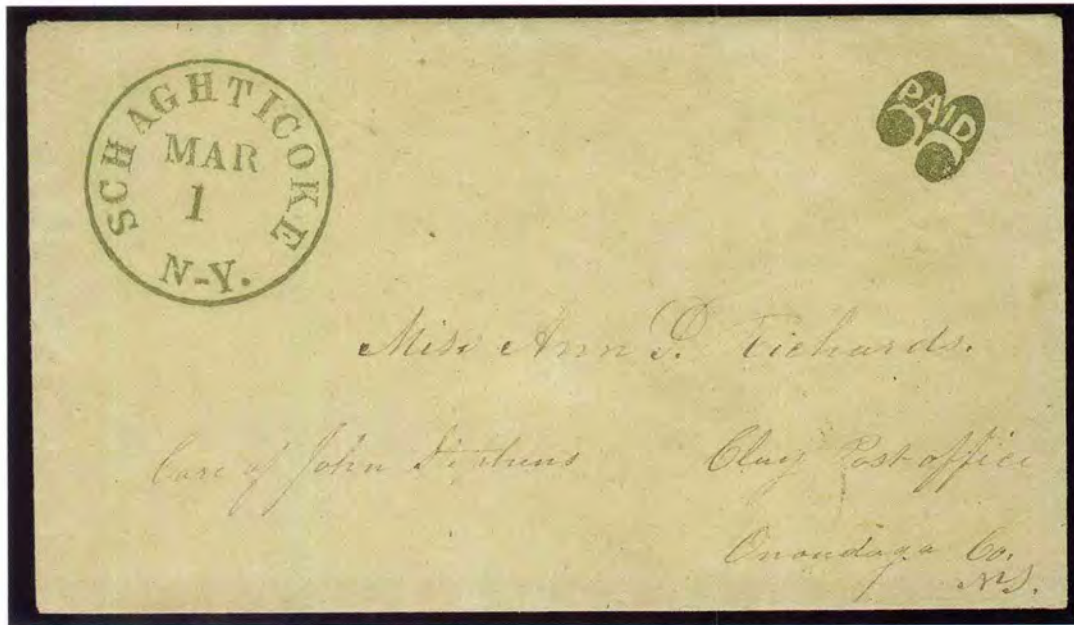


Figure 114. SCHAGHTICOKE N-Y. [Green 34mm CDS] with matching 12x13mm "3" with negative "PAID" within, to Clay, N.Y.

status of the rating. I have included as an inset an off-cover 3¢ stamp canceled with a similar marking in black, which shows this intricate design in better detail (town of origin unknown). Vincennes, an office of Knox Co., with 1851 receipts of \$1611.77, was a very large office. As usual, for such a conjunction, their town marking appears to be from standard metal government issue, while the coin design rating mark

must have been a privately acquired job, in use for only a short period after the release of the 1851 issue. It is very scarce, and was replaced by ordinary markings soon after.

Several offices used the new 3¢ coin design as a point of departure, which is to say their rating stamps incorporated the distinctive "C III" feature, without being exact replicas, so they are derivative. In the



Figure 115. Same town marking as in Figure 114 with matching 20mm 6-bar grid canceling 3¢ 1851, to Ketchams Corners, N.Y.



Figure 116. CANTON, Mi [Black 33mm CDS] with matching irregular 22mm negative lettered "PAID/3," to New Orleans, La.

case of the markings used at So. Craftsbury, Vt., a small Orleans Co. office, they included "PAID," thus obviating the need to use a separate handstamp to validate the rate. Figures 93, 94, 95 and 96 comprise a quartet, showing something of a transition in the town marking, which is an early Collin & Co. product, with the -Vt- with dash ornaments on either side (not always clear). This office underwent a transition in

its name and location, a complicated affair which is amusingly recounted in George Slawson's Vermont postal history book.³ The first two are on lady's covers, and show that the "SO," was removed to change the name to "CRAFTSBURY"; the third cover, which is most unusual, shows the "SO." reinstated in manuscript, used on a brown envelope, ungummed flap, sealed with a wax wafer. During this

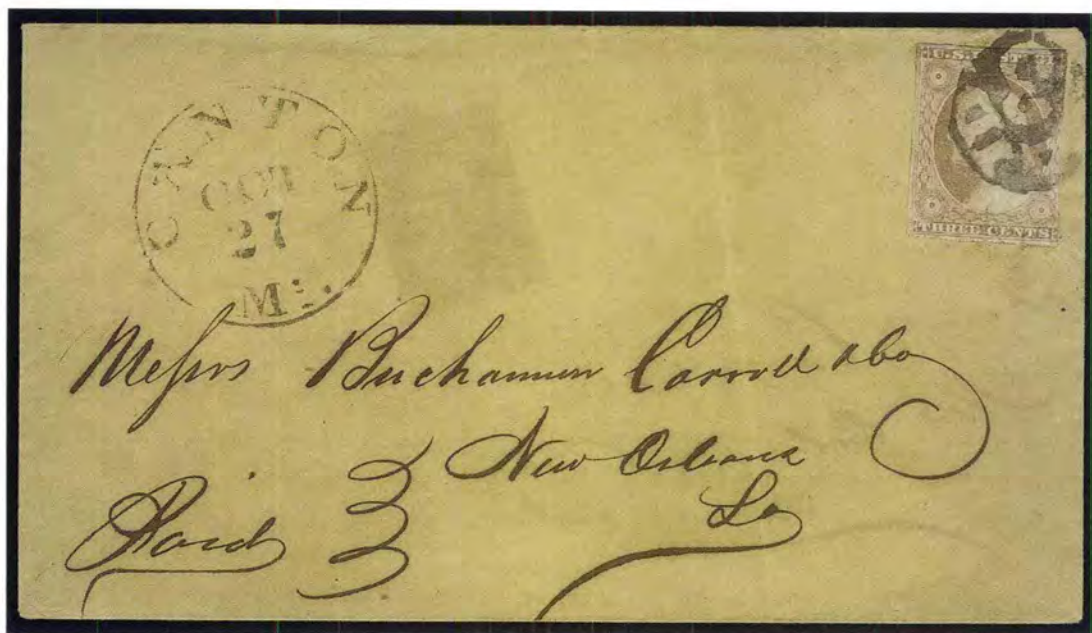


Figure 117. Same town marking as in Figure 116 with matching irregular 23mm negative lettered "PAID/3" canceling 3¢ 1851, from a handstamp different from that in Figure 116, to New Orleans, La.



Figure 118. BRADFORD Vt. [Blue 30.5mm CDS] with matching 20mm. negative letter "PAID/-3-" with fancy fleurons, to Stoddard, N.H.

transition, which occurred in the period 1852-54, they remained faithful to their coin-inspired rating stamp, which like all such was a custom-made job. Not surprisingly, they also used it as a canceling device, as seen on the final cover, franked with a 3¢ stamp in the brownish carmine shade with a claret tint, and used in 1852, with the town marking in its earliest state. The flap on the brown envelope is ungummed, and was sealed with a wax wafer. The 1853 receipts were \$118.66, so it is likely that all their postmarking devices were privately acquired. All the markings are in blue.

Exotic combinations with the coin type are

exemplified by Figure 97, showing the simple but bold CIII from Green Island, N.Y., an Albany Co. office, used ca. 1854-55 on an oblong lady's cover. This is a double oddity since their town marking was an obsolete straightline style. 1855 receipts were \$182.00, so this is almost a middle-sized operation. It is not entirely clear whether the CIII was used as a rating mark, it is insufficient as such, lacking a "PAID," and I have never seen it used stampless. It does make quite a spectacular canceler, however, and is consistent with the oddities originating at smaller offices who had their devices custom-made.



Figure 119. Same town marking as in Figure 115 with matching 11x12mm Roman style "V" canceling 3¢ 1851, to Greensboro, Vermont



Figure 120. AURORA N.Y. [Black 30mm CDS] with matching 28x25 "beehive" shaped rating mark "PAID/3" with negative figures and fancy detail, to St. Johnsbury, Vermont

Middle-sized offices, entitled to receive their devices at government expense, are found using rating marks in odd configurations quite frequently. Figures 98 and 99 illustrate one such case, that of the Worcester Co. office at Clappville, Mass., whose 1853 receipts were a healthy \$339.27. Both examples are on blue folded lettersheets, used in 1852 and 1853, respectively. The markings are in greenish blue. The unusual rating mark has a "PAID" crossing the outlined numeral, and has a vaguely "coin-like" look to it. Surprisingly, it is not a one-off, custom-made product, but a stock style used at several different, wide-spread offices. Therefore, it is possible that it was supplied by a government contractor, as part of the fulfillment of their entitlement to devices at government expense.

A closely related style of rating mark crosses the numeral with a "PAID" inside a fancy scroll. Figures 100, 101 and 102 illustrate a transition in the large Essex County office at Ipswich, Mass., whose 1853 receipts were \$841.82. The first is used on a buff envelope, ungummed flap sealed with a wax wafer, ca. 1852-53. The town marking, in red, is an antiquated style, probably from a metal device, with the day date in manuscript. The beautiful rating mark is in black

with a fairly detailed scroll. Although other examples of the general style from other offices are known, this is the only office using this precise configuration, and it can be assumed to be a custom-made job. It is a bit surprising to see such a large office date their marking in manuscript and apply town marking and rating device in two different colored inks. No time was saved doing this. The second cover, on a white lady's envelope, was used in August 1853, by which time the office was using a town marking in the usual, common style of government supplied metal stamps, but still in red, with the fancy rating stamp in black, serving as a canceler. The final cover, a blue lettersheet used in October 1853, indicates that the fancy rating mark was soon replaced by a common stock style arc "PAID" over "3," used as a canceler like its fancy predecessor, with the town marking in red, as before, and the rating mark in black, the only thing that remained the same in this sad devolution to prosaic government-supplied styles.

Related to the above, but in its own category, is the only example of a Roman numeral rating mark crossed by an encircled PAID, Figure 103, from the Carroll Co. office at Mount Airy, Md., used on a buff envelope, ca. 1852-54. The 1853 receipts were only

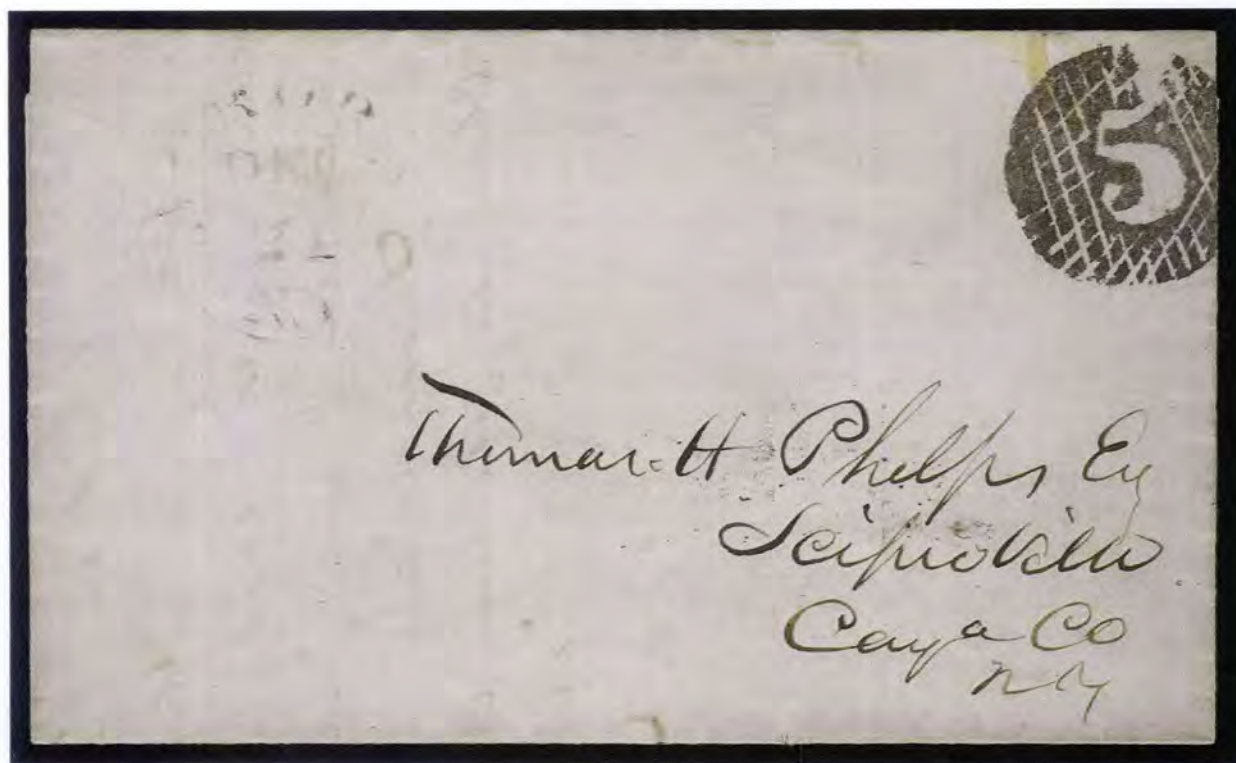


Figure 121. Same town marking as in Figure 117, weakly struck, with matching 26mm rating mark "5" with negative figure and fancy scoring, to Scipioville, N.Y.

\$76.71, and both town marking and rating mark appear to have come from custom-made devices. As this is the only recorded example of the fancy rating device, it has not been seen as a canceler of adhesives, but certainly would have created some dandy looking covers if it had ever been enlisted into such service!

An even fancier method of combining "PAID" with the numeral 3 is to have it as a negative element within the numeral. Figures 104, 105, 106 and 107 illustrate this style used at the small Cheshire Co. office at Westmoreland Depot, N.H., with 1853 receipts of \$50.70. This quartet is not necessarily presented in the order in which they were used, which in the absence of dated contents or docketing is not always easy to determine. The first is on an orange lady's cover with a town marking in one of the many Zevely styles, from one of his wooden handstamps, with a stylish rating stamp, all in blue. Next is a brown envelope, ungummed flap sealed with the usual wax wafer. The town marking is an unusual style with small letters, probably custom-made and dated entirely in manuscript. As it was sent to a postmaster, the fancy rating mark (two strikes) have been crossed out, and a fancy negative "FREE" in a serrated rectangle sent this letter along its way. The third

example shows the same unusual town marking combined with the rating mark used as a canceler of a 3¢ brownish carmine, again on a brown envelope of the type previously described. In this instance only, the day date has been added in manuscript. The final cover, again a brown envelope of the ungummed flap variety, is an oddity. The previous rating marks were in blue. This one was produced from a different, much cruder handstamp and cancels the stamp in homemade brown ink. The town marking is entirely in manuscript. Without being dogmatic about it, I would suggest that the logical order of use was Figure 107, 106, 105 and 104, or the reverse of the order of presentation.

The large Windham Co. office of Brattleboro, Vt. also used the negative "PAID" in "3" style, having acquired this rating device soon after the new rates went into effect in 1851. Figures 108, 109 and 110 illustrate usages from there, the 1851 receipts of which totaled an impressive \$2,945.53. First is a lady's cover, with government issue metal datestamp and fancy rating stamp, both in black. It is possible that this is a second week use in 1851, but more likely an 1852 or later use. The second cover is definitely an 1851 use (July 24, during the first month) on a 3¢

orange brown Plate 1 Early stamp, the same handstamps, but in red, with the rating mark used as a canceler, on a brown envelope, ungummed flap and wax seal. The third Brattleboro cover is one of the great curiosities of the classic period. Used ca. 1854-55, it has a different, but standard, government issue metal date stamp, but its 3¢ stamp is canceled by a "PAID 3" within a grid bounded by a double circle. This is the only example I have seen where the device was deliberately designed to serve either as a rater of stampless covers, or as a canceler of adhesives. Its rarity suggests that it was used very briefly, and it certainly was something that this large active office acquired privately, with time-saving in mind, perhaps even experimental in nature. I have not seen it used on a stampless cover.

Figures 111, 112 and 113 illustrate yet another trio of covers, this time from a middle-sized office in Carroll Co., Centre-Sandwich, N.H., which used the negative "PAID" in "3" style. The first is a blue folded letter sheet used in 1851. The town marking appears to be from metal type, and may be government supplied. The large fancy rating mark, as usual, must have been from a private, local source. The second cover is a buff envelope, ca. 1851-52, with the same rating mark used as a canceler of a 1¢ Type II adhesive, position 62L2, on a drop letter. Like many

drop letters, it lacks a town marking; one comprehends the usage only by the rate and the address. By 1852, the year of the third cover, it appears that this office abandoned their fancy negative marking while still using their metal town marking (now somewhat worn). The "PAID 3" rating mark on this blue folded lettersheet appears to have come from a rather crude wooden handstamp, and while not completely uninteresting, lacks the elegance of their earlier negative marking. The 1851 receipts at Centre-Sandwich were \$258.82.

Despite the Postal Regulations encouraging the use of black printer's ink to cancel stamps (and by extension, for all postmarking), a wide range of colored inks seems to have been used, and tolerated. Blue and red markings are quite common, but beyond that we begin to find more unusual colors and shades in use during the period. Figures 114 and 115 illustrate the brilliant green postmarks used at Schaghticoke, N.Y., a large active office in Rensselaer Co., 1853 receipts totaling \$574.18 (1851 receipts incomplete). The stampless cover is a buff envelope, ungummed flap with a patent seal, and sports a bold fancy "3" with negative "PAID," quite similar in size and configuration to that used at Brattleboro, Vt. The CDS appears to be from a government issued metal handstamp, which created an especially clear and



Figure 122. Same town marking as in Figure 117, distorted and weakly struck, with remarkable matching 33x23 rating mark "P-A-I-D/3" with each negative figure in a separate block, to Lansingville, New York

sharp impression. The rating mark probably was custom-made, possibly from the same source as the Brattleboro handstamp. The likely year of use was 1852. The adhesive example has an orange brown stamp used on a similar envelope, wax-sealed, the stamp tied by a six-bar grid, probably metal faced and of government origin. It was used about a week and a half earlier, in 1852. In my experience, the color of inks used on handstamps during this period ran from most/least common, "very approximately" as follows:

black	> 50%
blue	> 30%
red	> 10%
brown (including writing ink)	< 3%
green	< 2%
magenta	< 1%
true orange	< 1%
violet	< 1%
ultramarine	< 1%
olive	< 1%
true yellow	< 1%

Contributing factors in the individual postmasters' decisions as to which particular color or colors to use at their offices would have included: the desire to comply with official regulations; their opinions as to which colors effectively canceled the current adhesives; the availability of inks and dye stuffs; their appreciation of colored markings seen on incoming mail and their desire to imitate them; and pure whimsey, artistic and otherwise.

Negative rating marks are not really typical of the period; I doubt they comprised even a small fraction of one per cent of the total in use between 1851 and 1856. They are quite striking and fancy and catch one's eye. None of them are stock types, and all of them would appear to be custom-made, and probably local in origin. They were not, however, strictly the products of small offices. Figures 116 and 117 illustrate the negative "PAID 3" of Canton, Miss., a large office of Madison Co., whose 1853 receipts were \$1,247.09. The stampless cover is a blue folded lettersheet used in 1854 with a town marking from a metal device. Canton used several different negative rating handstamps during the 1850s. The cover with the adhesive has a similar, but different, rating mark used as the canceler of a 3¢ stamp, Plate 3 from the "Three Rows" (position 89L3), probably used 1854-55. This handstamp, which may have been made of wood, shows considerable wear and distortion. It is used on a brown envelope. Both covers come from

the famous Buchannon Carroll & Co. correspondence, the most important find of mainly Southern originating covers from the 1850s.

The office at Bradford, Vt., in Orange Co., was also large and active, with 1855 receipts reported at \$1,159.13. Figures 118 and 119 illustrate, first, a beautiful negative rating mark used on an 1855 lady's cover. The datestamp is the usual government supplied handstamp made of metal, as one would expect from an office of this size. The markings are in dark blue. The rating mark shows some texture and may have been from a wooden stamp. Whoever custom-made it had a little artistic bent and included in addition to the stylish negative "PAID 3" some hand-like ornaments flanking the numeral. This office also used a negative 5 rating mark on their collect mail. The cover with the adhesive shows that they used a bold Roman V as a canceler, what I have referred to as an inappropriate use. I have not seen this marking used on a stampless cover, but it may be a holdover from the 1845-51 rate period. It is, of course, a custom-made item, and the use of any Roman numeral style as a canceler during this period is a rarity.

My final assemblage, Figures 120, 121, 122 and 123 illustrates the fact that at a very few offices the artists' bent transformed the mundane process of rating the mail into a minor American folk craft. The postmaster at the Cayuga Co. office of Aurora, N.Y., Charles Campbell, had custom-made a group of negative rating handstamps which are unique in design. The first, used in 1852 has the "PAID 3" in a beehive-like configuration, with many finely scored lines. The second, also from 1852, has the collect 5 rate in a circle, also with fine scoring. The third has each element of "P-A-I-D-3" in its own negative block, arranged artistically as an arced "PAID 3," and used in 1852-53. What is a little surprising is that this office was quite large and active. Its 1851 receipts totaled \$752.39. Mr. Campbell does not seem to have cared about his town marking. It appears to be an old metal handstamp, producing impressions that were often quite poor. The final cover reflects the transition to adhesive use, has a 3¢ orange brown from Plate 2 Early (position 14L2^E), sent rather late, in June 1852. The canceler is a circle, finely scored (like the rating stamps) so that it is composed of numerous fine diamonds. Dr. Carroll Chase's note is still on the face of this cover, in his tiny handwriting, and he proclaims it a "rare & handsome obliteration," and so it is. All of these covers are folded letter sheets, except the third, which is a lady's envelope. It would seem that



Figure 123. Same town marking as in Figure 117, faintly struck, with matching 26mm grid comprised of many small diamonds created by scoring, to Macedon, N.Y.

the size of the post office was often irrelevant. What ultimately mattered was the presence of an inspired individual, operating at a time before dreary standardization took its toll on artistic license. Happily, the early 1850s seem to have had quite a few such individuals.

Endnotes

¹Charles L. Towle, *Railroad Postmarks of the United States, 1861 to 1886: A Catalog of Railroad Mail Routes and Markings* (Federalsburg, MD: U.S.

Philatelic Classics Society, Inc. 1986), p. xi.

²George Ward Linn, *The Paid Markings on the Three Cent U.S. Stamp of 1861* (Sidney, OH: George W. Linn Co., 1955).

³George C. Slawson, *A Brief History of the Postoffices in the Town of Craftsbury, Vermont* (South Burlington, Vt.: Vermont Philatelic Society, 1959).

Part VIIB. Domestic Postal Rates 1851-1855

by Hubert C. Skinner and Don Richardson



Figure 1. A single letter sent from Philadelphia to New York on "JUL 2" [1851], the second day of the new 1851 issue. The 3¢ stamp is an early orange brown (Scott No. 10), placed as position 15 from the right pane of Plate One Early. This is a handsome example of the new prepaid single letter rate.

Introduction

The Postal Act of 3 March 1851 not only reduced postage for prepaid letters, but dramatically altered the rate structure for the domestic mails. In the early decades of the 19th century, domestic letter rates remained quite expensive as they had been since early Colonial times. Earlier, the Postal Act of 3 March 1845 (effective 1 July) had sharply reduced letter rates within the United States and had authorized local postmasters to prepare and issue adhesive stamps valid only at their own offices. Then, the Postal Act of 3 March 1847 authorized the first issue of United States adhesive postage stamps (valid at all offices). Further, from 1 July 1845, letters were to be rated by weight (per ½ ounce), replacing the previous method of charging by the number of sheets. The new rates (1 July 1845) were:

Letter Rates per ½ Ounce

Under 300 miles	5 cents
Over 300 miles	10 cents
Local Letters (Drop Letters)	2 cents

Delivered by Carrier, an	
additional	2 cents
Circulars, per sheet	2 cents

Letters and printed matter carried by private steamers not under postal contract ("out of the mails") were to be charged by the postmasters at receiving offices at the same rate as if they had been carried in the U.S. mails. In 1847, the West Coast rate, 40¢ (to or from any place on the Pacific Coast within the territory of the United States), was introduced. In 1848, the single letter rate for letters within California was fixed at 12½¢; the transcontinental rate, 40¢, was continued. The Postal Act of 3 March 1849 eliminated the triple letter rate, by changing the rate increment to two additional rates per ounce for letters weighing more than one ounce.

The Reduced Rates—Effective 1 July 1851

The Postal Act of 3 March 1851 (effective 1 July 1851) sharply reduced domestic single letter rates once again if *prepaid* by the sender (see Figures 1, 2 and 3). The rates for *unpaid* single letters were unchanged (see



Figure 2. A single letter from "BRIDGEWATER/Ms." to Plymouth, Massachusetts, prepaid with a strip of three 1¢ stamps, positions 58-59-60 from the right pane of Plate One Late (Scott No. 9). Many letters were franked with three 1¢ stamps to prepay the single letter rate. The stamps are obliterated with a nine bar grid, struck in greenish blue; the postmark is struck in red.



Figure 3. Another single rate letter franked with three separated 1¢ stamps from Plate One Late (Scott No. 9) artistically (or carelessly) arranged on a cover with an embossed corner card of the St. Charles Hotel in New Orleans,



Louisiana. Inter-city single rate covers prepaid with 1¢ stamps are relatively common. This usage, "FEB/11/1857," is late in the imperforate period; by July 1857, perforated stamps were in use.

Figure 4. A folded letter addressed to South Windham, Connecticut, mailed unpaid at New York City on the first day of the new rates. Even though this is a first day cover, dated "JUL/1" [1851], the letter is not prepaid, and the penalty rate of 5¢ for unpaid single letters results in the same rate of postage as that which prevailed in the previous rate period. It is possible that the sender was not aware of the new reduced rate for prepaid mail.



Figure 5. A double rate folded letter from "BELVEDERE/ILL." to Rockford [Illinois] prepaid by a vertical pair of 3¢ stamps, positions 40-50 from the Right pane of Plate Two Early (Scott No. 10). The stamps show a double center line at right and are canceled by a criss-cross green grid with the postmark also struck in green ink. The usage is December [1851] and the color of the pair of stamps is orange brown.

Figure 4). This was an attempt by the United States Post Office to encourage prepayment by charging less, as the initial step toward requiring the sender to prepay the postage. Payment upon delivery was an entrenched custom, which had prevailed for centuries, doubtless due largely to the uncertainty that any letter actually would reach its destination. Thus, either voluntary or

compulsory prepayment was an unwelcome factor; only substantial savings could turn the tide and gain the support of postal patrons. A further reduction in the single letter rate was effected by increasing tenfold the distance for which the single letter was to be charged. The rate for a letter sent to a destination more than 300 miles away (but less than 3,000 miles) now cost only



Figure 6. The 6¢ transcontinental rate (more than 3,000 miles prepaid) shown by a folded letter from "SAN FRANCISCO/CAL." to Boston, Massachusetts. It is franked by a bisected 12¢ stamp (Scott No. 17) used on "1/AUG" [1853] to prepay this rate. Note the inverted "1" in the postmark.



Figure 7. Another cover from San Francisco, with a 12¢ stamp (Scott No. 17) in prepayment of the double transcontinental letter rate, addressed to New Bedford, Massachusetts and canceled on the same day as the letter shown in Figure 6 with a bisected 12¢ stamp paying the single letter rate.

one rate instead of two, an additional saving of fifty per cent. The new lower letter rates as set in Section 1 of the Postal Act of 3 March 1851 (effective 1 July 1851) ("from and after the thirtieth day of June 1851") were:

Letter Rates per ½ Ounce

Single letter, not exceeding 3,000 miles, prepaid	3 cents
Single letter, not exceeding 3,000 miles, not prepaid	5 cents
Single letter, more than 3,000 miles, prepaid	6 cents
Single letter, more than 3,000 miles, not prepaid	10 cents
Double letters	double rates
Drop letters	1 cent
Advertised letters	1 cent additional

Printed Matter—Unsealed Circulars, Newspapers, Pamphlets, Periodicals, etc.

In Section 2 of the Postal Act of 3 March 1851, the rates for unsealed circulars, newspapers, pamphlets, periodicals, etc., on which there appeared no manuscript or written matter were set as follows:

Conveyed a distance of not exceeding 500 miles	1 cent
Over 500 miles, but not exceeding 1,500 miles	2 cents
Over 1,500 miles, but not exceeding 2,500 miles	3 cents
Over 2,500 miles, but not exceeding 3,500 miles	4 cents
More than 3,500 miles distant	5 cents

Further, "Postage on all printed matter shall be prepaid by stamps or otherwise, or shall be charged double rates."

Revised Rates for Printed Matter—1 October 1852

The Postal Act of 31 August 1852 (effective 1 October 1852) revised the rate for prepaid printed matter to 1¢ per piece weighing up to three ounces with an additional 1¢ to be added for each additional ounce. In Figure 19, an entire circular from the Medical College of Louisiana (now Tulane University) is shown. It was mailed on August 23 [1857] from New Orleans to Virginia with the total postage of 1¢ prepaid by an imperforate 1¢ stamp (Scott No. 9, position 99, left pane, Plate One Late). The weight is about two ounces and it is a spectacular example of a "heavy" piece sent by the new rate.



Figure 8. This letter was mailed at San Francisco, addressed to Boston, on "1/FEB" [1852]. As it is a double transcontinental letter, it was underpaid for the second rate and this unpaid portion was charged at the penalty rate of 10¢ as shown by the manuscript "Due 10" at top right. The pair of stamps is from position 23-24 on the left pane of Plate One Late (Scott No. 11).

This lowered rate applied to destinations "anywhere in the United States." If the postage was not prepaid, double rates were assessed. The previous "zoned" rates for circulars based on the distance conveyed were in effect for a period of only 15 months; thus, covers or

wrappers with the rates based on distance during this interval are rare. Several are illustrated here. This writer [DR] has a record of only one circular prepaid at the 3¢ rate [1,500-2,500 miles] and none for the 4¢ rate [2,500-3,500 miles]. We have no record of a surviving unpaid

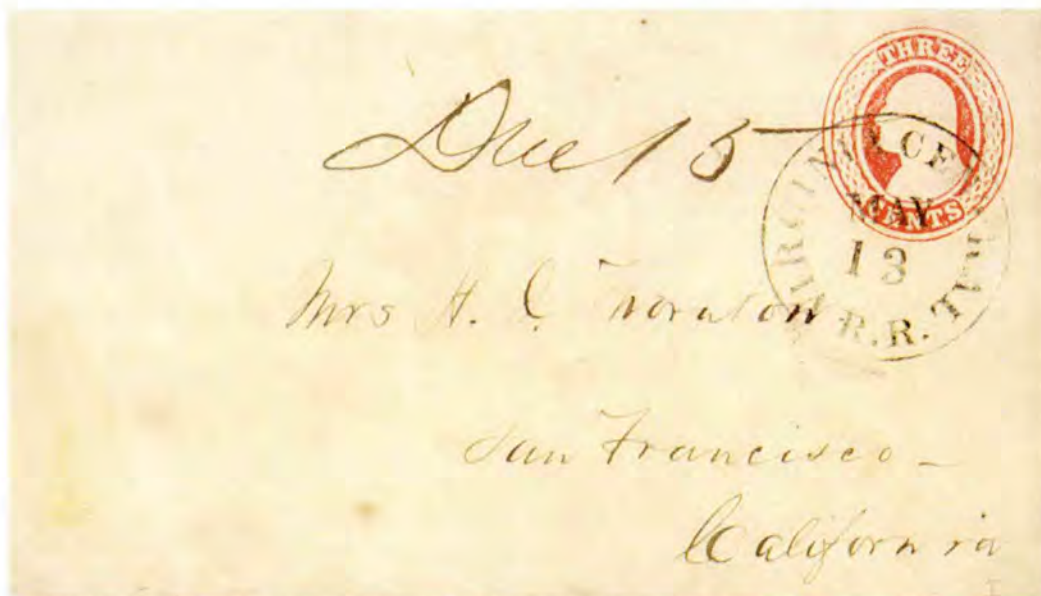


Figure 9. The cover above is another double rate transcontinental letter with partial prepayment. One-half of the 6¢ rate was prepaid by the postal stationery envelope (Scott No. U2); the other half was charged at the penalty rate, 5¢, plus 10¢ for the second rate; the total, 15¢, was collected from the recipient as indicated by the manuscript "Due 15." This letter to California originated on the east coast.



Figure 10. This is another westbound transcontinental cover only partially prepaid. It was mailed at Princeton, N.J. on "DEC/27" [1851] but was franked with a single 3¢ stamp (Scott No. 10). Initially, it was rated "Due 5" at Princeton, the penalty rate for the unpaid one-half rate, but at New York City the part payment was disallowed and the full 10¢ penalty was assessed and the earlier manuscript due marking was overstruck.

Figure 11. A single letter mailed at Dansville, N.Y. on "7/DEC" [1852]. It was directed to Syracuse, New York, where it was advertised as an incoming letter awaiting pickup and struck with the additional marking "ADV 1 ct" in blue ink, representing the fee [due] for an advertised letter. This is a rather rare marking. The year date is confirmed by the original contents, a letter from Miss Hicks' sister.



Figure 12. Another incoming letter with a fee charged for advertising its arrival. This stampless folded letter is from Chantelle [France], via England, mailed "4/JUIL/52," and addressed to a recipient in New Orleans where the boxed "ADV.1." was applied in bright red ink. It entered the United States mails at Boston where it was charged "5" for the internal postage; thus, the total charge was 6¢ including the fee for advertising the letter.



Figure 13. On the cover shown above, the recut 1¢ stamp (Scott No. 9) prepays the 1¢ drop letter rate for a valentine mailed and delivered in February 1853 at Montpelier, Vermont. The stamp is canceled by a seven-bar encircled grid struck in bright green. There is no postmark on the cover, as is typical for drop letters.

circular sent during this brief period, 1 July 1851 to 30 September 1852. In general, part payment of the postage was recognized, as covers with the partial payment permitted attest (see Figures 8, 9 and 10). A further provision in the Postal Act of 31 August 1852 (in Section

8) authorized the Postmaster General to provide “envelopes with postage stamps printed or impressed thereon,” which allowed for the preparation and issue of postal stationery envelopes. Finally, almost three years later, the Postal Act on March 1855 (effective 1



Figure 14. This circular was mailed at Boston on “AUG/6” [1851] during the 15 month period that circular rates were based on distance. This is the 1¢ rate for “not exceeding 500 miles.” The circular is franked with a Type II stamp, position 83 from the left pane of Plate One Early (Scott No. 7).



Figure 15. This printed circular from New York City was rated 2¢ for printed matter carried between 500 and 1,500 miles. It entered the mails at Savannah, Georgia on "FEB/3" [1852]. It is franked with a pair of 1¢ Type II stamps (Scott No. 7).

April 1855) made prepayment compulsory for domestic mail, but letters to or from a foreign country could still be forwarded unpaid. The Postal Act of 3 March 1855 marks the first time that the prepayment of postage on domestic letters became a requirement.

Registered Letters

The Postal Act of 3 March 1855 (effective 1 April 1855) further provided that "for the greater security of valuable letters the Postmaster General may establish a uniform plan for their **registration** at a registration fee of 5 cents each [emphasis added]." Previously, a number of postmasters in accord with the PL&R (1832-1852)

had made provisional efforts to record, mark and safeguard valuable letters, using various labels including "Valuable," "Recorded," "Money Letter" and "Registered." This Act formalized the label applied to such letters (see Figure 20), initiated registration fees and provided a new officially recognized class of "secured" mail. Further, this Act altered the single rate for letters carried over 3,000 miles, increasing this rate to 10¢ per half ounce.

Way Fees and Carrier Fees

Way letters date back to the early British Colonial Period; but, the earliest known post office directive



Figure 16. Pictured above is a newspaper wrapper for the Placer Times [California] carried to Northumberland, N.Y. at the 5¢ rate for "more than 3,500 miles." It is prepaid by two Type II 1¢ stamps and an early 3¢ stamp, making up the total postage of 5¢ (Scott No. 9(2) and 10). The two 1¢ stamps are canceled with a red numeral handstamp. Curiously, the 3¢ stamp was defaced by a manuscript squiggle.

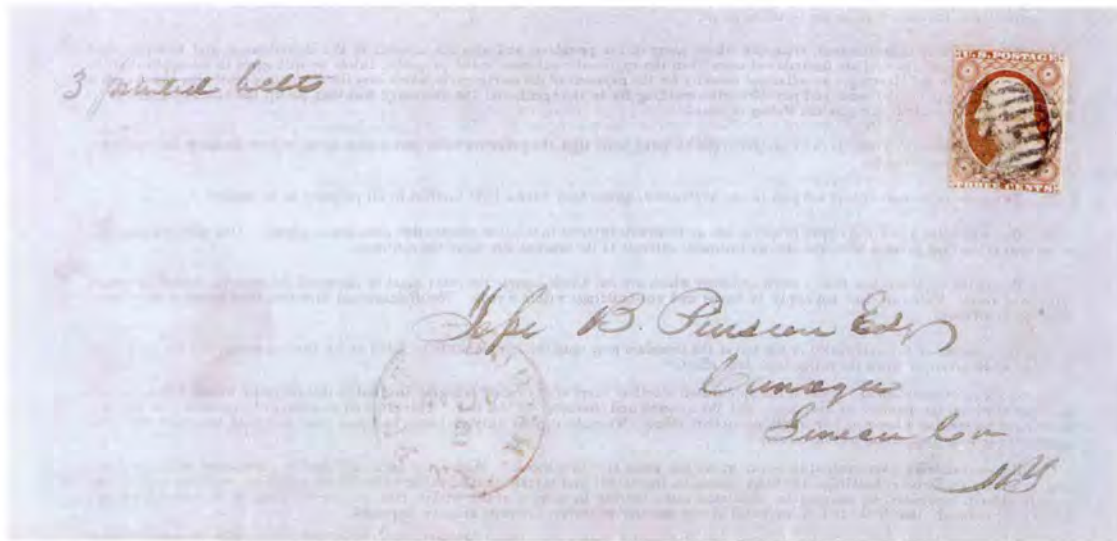


Figure 17. This wrapper enclosed three printed circulars as the endorsement at the top left indicates. The triple 1¢ circular rate was prepaid by a single 3¢ stamp, position 42 from the right pane of Plate Three (Scott No. 10). The circulars were mailed from Plattsburgh, New York to Canoga, New York, in late 1851.

pertaining to Way Mail appeared late in the eighteenth century, in Section 15 of the Postal Act of 8 May 1794.² This Postal Act (effective 1 June 1794), established fees for acceptance of letters by an official mail carrier on his "way" to a post office. For delivery of Way letters to the next post office en route, 1¢ each plus regular postage was to be charged. For mail delivered to an addressee "on the post-road" the "mail-carrier delivering the same shall be allowed to demand and receive two cents, to

his own use, besides the ordinary postage." For the next six decades, way fees of 1¢ or 2¢ were variously applied to mail by postmasters receiving mail from official carriers, including steamers under contract to convey the domestic mails on the inland waterways. The variation in amounts collected resulted from confusion about the rate among both postmasters and the general public alike. In some cases, way fees were collected when no fee was due or excessive amounts were



Figure 18. This folded "PRINTED/REPORT" originated in Cuba, entered the mails at New York City, and was rated at double postage for the unpaid circular rate. It is addressed to Castine, Maine.

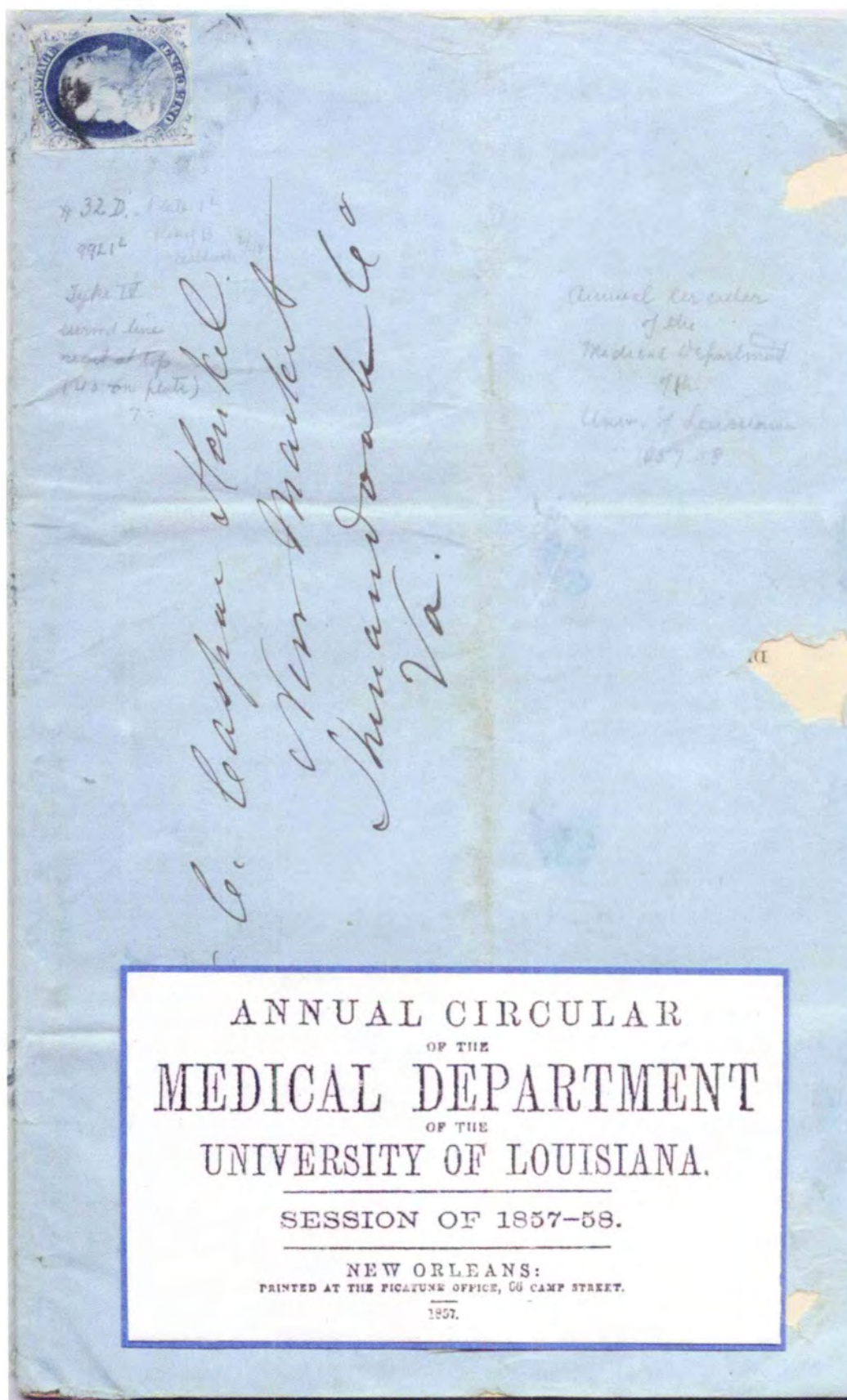


Figure 19. An entire printed "circular" (pamphlet) mailed in August 1857 from New Orleans, Louisiana to New Market, Virginia, under the new 1¢ rate (up to three ounces) which became effective 1 October 1852.



Figure 20. A registered letter from Mobile, Ala., to New Orleans, La., mailed on "JUN/29" [1855]. This is a very early example of a letter sent under the new and formalized procedure for the registration of mail. The boxed, "REGISTERED, No. 348" marking on this letter is the earliest recorded handstamp device on a franked letter after the registry system became operative. Very few handstamped "REGISTERED" markings from the 1850s have been seen. This cover is analyzed and illustrated in Ashbrook.¹

Figure 21. A double rate folded letter picked up on the "Way" to New Orleans by the Steamer Natchez (a contract mail carrier) in January 1852. The cover is franked by a vertical pair of copper brown stamps (Scott No. 10) prepaying the 6¢ double rate postage. Upon arrival in New Orleans on January 9, it entered the mails, was postmarked in red, the stamps were canceled with a seven-bar black grid and the marking "WAY/I" was struck on the cover in red representing the 1¢ way fee due upon delivery. This marking is very scarce in red; normally, "WAY/I" was struck in black ink on incoming way letters.



Figure 22. A single letter picked up and delivered by the carrier service in New York City on "JUL/15" in 1856 or 1857. The 1¢ carrier fee was unpaid as shown by the circular date stamp of the city delivery service struck in black with the numeral "1" indicating the fee due. The boxed hour marking indicates that it was scheduled for delivery at "1 P.M."



Figure 23. The red circular date stamp of the city delivery service of New York City with the attached "PAID" outside the outer circle indicates that this was a prepaid drop letter charged 2¢ for the drop letter rate plus the 1¢ carrier fee. Unpaid letters were supposed to be struck in black; paid letters in red. The hour marking shows delivery scheduled at "1 P.M."

collected in apparently intentional violation of the regulations. This article is not considered to be the appropriate forum to resolve the inconsistencies in the

application of way fees; our readers are referred to other sources [e.g., *American Stampless Cover Catalog*, v. II, pp. 152-153]. Though most way fees were collected from



Figure 24. Very few double carrier covers (both picked up and delivered by carrier) have been recorded. In this example, the 1¢ pickup fee was prepaid by a 1¢ Type II stamp (Scott No. 7) from Plate One Early and the 3¢ inter-city postage was prepaid by an orange brown stamp (Scott No. 10). The letter was mailed on "NOV/6" [1851] and reached New Orleans on "NOV 12" where it was postmarked in green with 2¢ to be collected for delivery by the "N.O.U.S. CITY POST" as shown by the oval "CAR.2" handstamp appearing in green at the lower right. This is the only recorded example of this double carrier combination.



Figure 25. Another cover delivered by the New Orleans carrier service, received on "NOV/25" 1856. This cover from Richmond, Texas, was franked with a 3¢ imperforate stamp, together with a 2/3 trisect of another 3¢ stamp intended as prepayment of the 2¢ carrier fee upon arrival at its destination. Note that the street address confirms that carrier delivery was intended for this unique cover.

the recipients of way letters, a number of prepaid way covers are recorded [see "Unusual Usages of the 1¢ Stamp," earlier in this book].

The Postal Act of 2 July 1836 empowered the Postmaster General to authorize the [intra-city] *delivery* of letters ("at such post offices as he may direct") by "[letter] carriers" to the addressees in addition to accepting them for delivery "to the mails" at post offices. This initiated what came to be called the Carrier Service. The fees charged were to "constitute a fund for the compensation of the carriers."

After a slow start, a regular semi-official carrier service became available in three cities: New Orleans, New York and Philadelphia; later, other cities had some type of carrier service. In addition, two different one cent carrier stamps were prepared and issued by the United States Post Office as a part of the 1851 issue of adhesive postage stamps (see "Carrier Stamps During the 1851 Issue Period" elsewhere in this book). In these cities, generally, a fee of 1¢ was charged for a local letter delivered by the carrier service and a fee of 2¢ was charged for delivery of a letter "from the mails." For drop letters, the fee was 2¢ (1¢ drop letter + 1¢ carrier fee).

Some carrier fees were prepaid by stamps, such as is shown in Figure 24; some were collected from the recipients; and, some (either with fees prepaid, or with

fees unpaid and due) were "stampless" with handstamped markings only (especially in New York City).

The Act of 2 July 1836 stated: "For every letter received by a carrier to be deposited in the post office there shall be paid to him at the time of receipt not exceeding 2c; such receipts shall constitute a fund for the compensation of the carriers." and, "For the delivery of each letter by carrier the person to whom delivery is made shall pay not exceeding 2c; for the delivery of each newspaper and pamphlet one-half cent...such receipts shall constitute a fund for the compensation of the carriers." In many cities, local posts were formed to compete with the USPO for the delivery of letters (see Figure 26); some were quite successful and evidently the delivery of local missives (such as valentines) became a lucrative business venture. The USPO actively and vigorously attempted to eliminate this competition by local posts through postal regulations and sponsoring legislation by Congress, but some of the private posts persisted into the 1880s.

In the Postal Act of 3 March 1863, the way and carrier fees were abolished. Until discontinued in 1863, all way and carrier fees were added to the postage charged for conveying letters "in the mails." Letters handed to the clerk or purser of a steamer (between post offices) with a contract for transporting the mails were Way Letters



Figure 26. A valentine cover delivered at New York, New York, by Boyd's City Express Post on "FEB 11" [c. 1857], one of the local posts competing with the USPO for intra-city carrier delivery (Scott No. 20L14). The Boyd's company postmark shown at the lower left is reproduced from the reverse side of the valentine envelope.

and were handstamped "W A Y." Those picked up by non-contract steamers "on the way" were **not** way letters and were handstamped "STEAM." Way fees and carrier fees were "per piece" and were not doubled for a double letter.

Endnotes

¹ Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857* (New York: H.L. Lindquist, 1938), Vol. II, pp. 352-54.

² For quoted text, see Phillips, Skinner, *et al.*, *American Stampless Cover Catalog*, 4th ed. (North Miami, FL: David G. Phillips Publishing Co., Inc., 1987), v. II, pp. 152-53.

Part VIIC.
The 1851 Issue in Indian Territory
by Joe H. Crosby

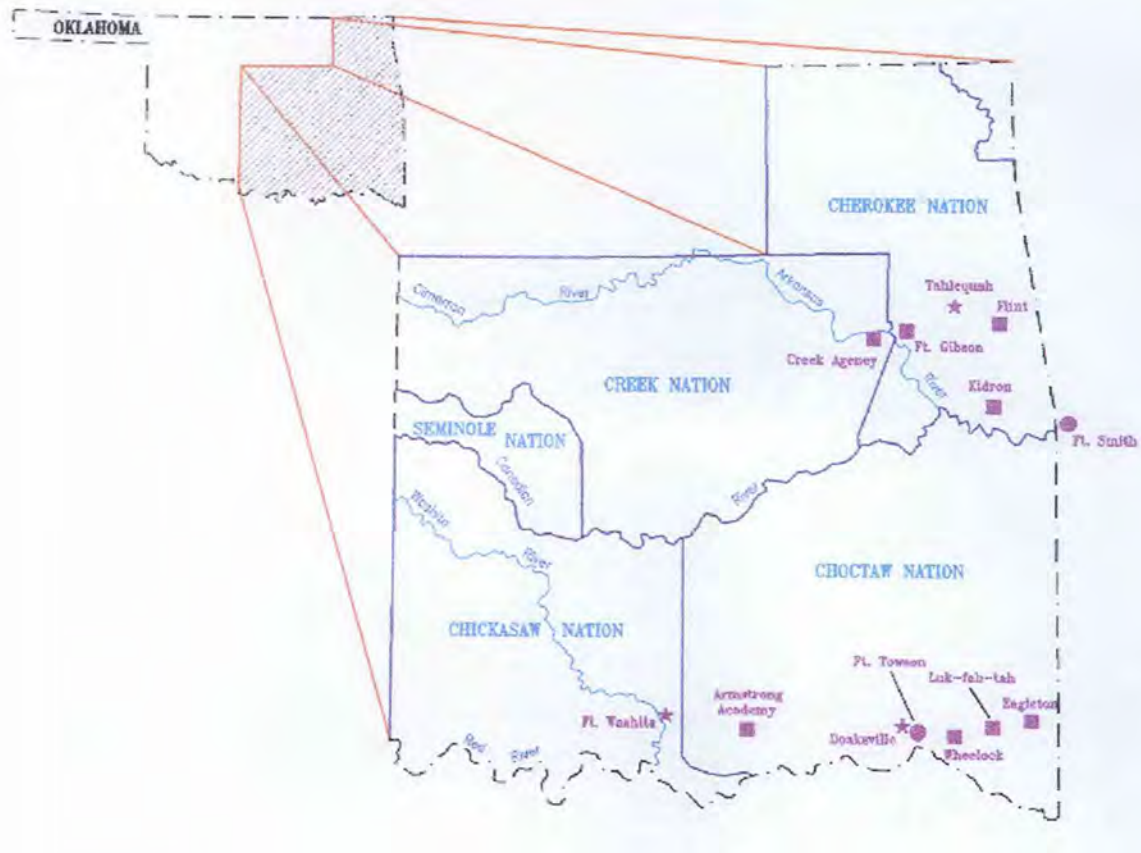


Figure 1. Map showing principal Indian Nations: those post offices which received direct distribution of 1851 Issue postage stamps (star) and those additional post offices from which 3¢ 1851 Issue covers are known (box).¹

Indian Territory occupied the eastern half of the present State of Oklahoma but was really a part of the larger region called "Indian Country" by Act of Congress of June 30, 1834.² It never had a territorial form of government, but rather was recognized by the United States government as lands set aside to be governed by sovereign Indian Nations as designated in formal treaties ratified by Congress and signed by the President of the United States. From as early as 1824 through the entire period of use of the postage stamps of the 1851 Issue, the Post Office Department administered this area as a part of Arkansas. Accordingly, postal markings found from Indian Territory used "Ark.," or "C.N." (for either Choctaw Nation, Chickawaw Nation, or Cherokee Nation) or both.

A review of the official *Record Book of Stamp Shipments to Postmasters*³ reveals that during the early period from June 30, 1851 to June 30, 1853 only three Indian Nation post offices received the new 1851 Issue postage stamps directly from the Post Office Department. These are Tahlequah (the capitol of the Cherokee Nation), Doaksville (which served as post office for Fort Towson in Choctaw Nation) and Fort Washita (which had been established in 1842 in the Chickasaw Nation). Figure 2 is an extract of all Issues of 1851 sent to post offices in Indian Territory during the first two years. Significantly it shows, for the first time, that not only were 24,500 3¢ stamps *received* in Indian Territory from August 18, 1851 to October 1853, of which 2,500 were damaged, but also 250 1¢ stamps

Record Book of Stamp Shipments

Record Book of Stamp Shipments to Postmasters - July 1, 1847 to June 30, 1853							
Record of the Post Office Department, Washington, D.C. 1967- U.S. Archives							
Extract of Issues of 1851 Sent to Post Offices in Indian Territory							
POSTAGE STAMPS SENT							
Record Book Page	Day Sent	Date of Receipt	Office and Postmaster	Denominations			Amount \$
	1851	1851		12's	3's	1's	
106	22-Jul	18-Aug	Tahlequah, Ark. G.M. Murrell		2,000		60
131	23-Aug	25-Sep	Doaksville, Ark. J.R. Berthelet		2,000		60
157	06-Oct	11-Nov	Doaksville, Ark. E.G. Scheack	50	2,000	200	68
	1852	1852					
216	14-Jan	14-Feb	Fort Washita, Ark. John Burke		2,000		60
234	12-Feb	05-Mar	Tahlequah, Ark. G.M. Murrell		1,500		45
286	03-May	No Date	Fort Washita, Ark. John Burke	50	2,000	50	71
349	27-Aug	09-Sep	Tahlequah, Ark. G.M. Murrell		2,000		60
			*pencil note at left "Written on Sept. 21"				
350	31-Aug	18-Oct	Fort Washita, Ark. John Burke		3,000		90
			*pencil note "2,500 damaged"				
353	06-Sep	30-Sep	Doaksville, Ark. H.B. Hadden		2,000		60
398	15-Nov	15-Dec	Tahlequah, Ark. G.M. Murrell		2,000		60
	1853	1853					
445	03-Feb	07-Mar	Fort Washita, Ark. Jno. Burke	200			24
475	26-Mar	13-Apr	Doaksville, Ark. H.B. Hadden		2,000		60
529	16-Jun	09-Jul	Fort Washita, Ark. John Burke		1,000		30
533	27-Jun	Oct	Fort, Washita, Ark. John Burke		1,000		30
			*Receipt came to hand corrected Nov. 4				
Sub-totals					24,500		
			Less Damaged		2,500		
TOTALS				300	22,000	250	778
END							

Figure 2. Extract of Record Book of Stamp Shipments showing Issues of 1851 sent to post offices in Indian Territory

and 300 12¢ stamps. Interestingly, John Burke, postmaster at Fort Washita even reordered 12¢ stamps, receiving 50 in mid-1852 and an additional 200 on Mar. 7, 1853. Since I have been unable to find a single cover bearing a 1¢ or 12¢ stamp from *any* post office in Indian Territory, the question must be asked after 150 years, *where are all these covers?*⁴

The Post Office Regulations published June 10, 1851, concerning the furnishing of the 12¢, 3¢ and 1¢ postage stamps (1851 Issue) to principal postmasters in each county, provided that they would sell them to other postmasters in their vicinities.⁴ The following survey of

3¢ covers from Indian Territory shows that at least one Indian Territory post office obtained 3¢ stamps from a nearby postmaster; *e.g.*, in 1852 Creek Agency, Ark. obtained their stamps from nearby Tahlequah. Since the Record Book ends with shipments on June 30, 1853, sources of 3¢ stamps on all later covers from the other post offices could have been directly supplied, obtained from nearby post offices or even carried in by a postal patron.

As early as 1929, Dr. Carroll Chase noted, "There is a possibility that postmarks may be found used in Indian Territory while the 1851 and 1857 stamps were current,



Figure 3. Armstrong Academy, Choc. Na. (from the Gordon G. Bleuler Collection)⁹

though the earliest I have seen is dated July 30, 1864.” By 1942 Dr. Chase had learned a great deal, and had a great deal more to say. “The subject of the 3c 1851 and 1857 stamp used in “Indian Territory” is a rather complicated one.”⁶ “A certain number of 3c 1851 and 1857 covers may be found showing postmarks from some of these offices at least, with either the Arkansas or an Indian Nation abbreviation in the postmark. It is needless to say that these are decidedly rare and of the greatest interest.”⁷ Chase then provided a list of 33 Indian Territory post offices that existed between 1851 and 1861 in Choctaw, Chickasaw, Cherokee and Creek Nations.⁸

So, let’s take a look at some of *these rare covers of greatest interest.*

Choctaw Nation

Armstrong Academy, Choc. Na. Jan. 18 manuscript (circa 1856), 3c 1851 Issue in deep rose brown shade, on blue letter sheet, addressed to Peter P. Pitchlynn¹⁰ at Eagletown, C.N. (Figure 3) The addressee, Peter P. Pitchlynn, had a European father and a half-blood Choctaw mother, which gave him advantages in assuming positions of leadership in the Choctaw tribe. (Figure 4)

He represented the tribal financial interests in Washington from 1853 until 1881, except for the Civil War years when he returned to Indian Territory. He was elected Chief of the Choctaws in 1864. The Figure 3 cover is quite rare because it is intra-territorial mail that

traveled only 90 miles. Armstrong Academy post office was established Nov. 19, 1850.

Doakesville, Ark. Lot 3256 in the David T. Beals Sale¹¹ listed “Doakes ville, Ark./ Mar. 29, readable black



Figure 4. George Catlin’s 1836 portrait of Peter Pitchlynn (Courtesy National Museum of American Arts, Smithsonian Institution)



Figure 5, Doakville, C.N. only known small cds (from the Gordon G. Bleuler Collection)

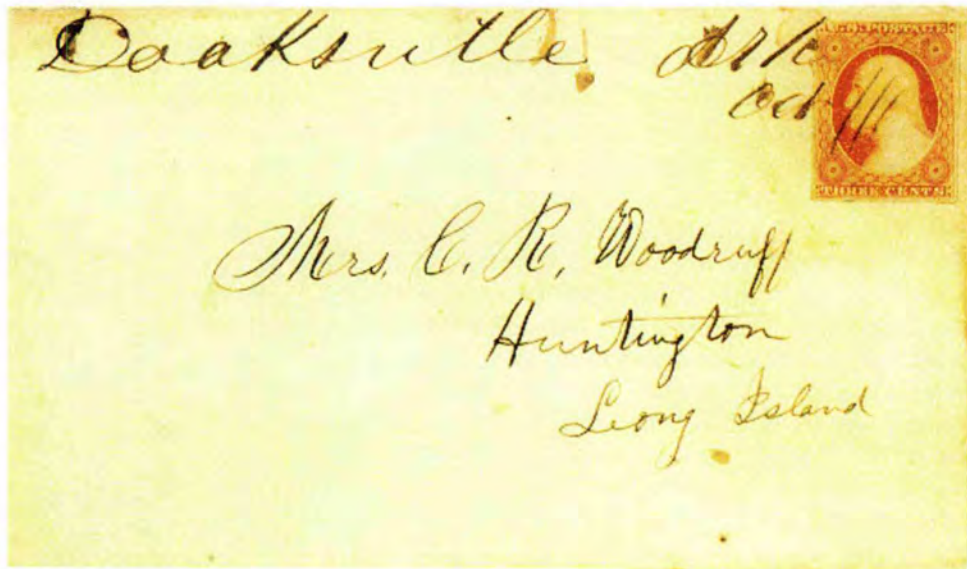


Figure 6. Doakville, Ark. manuscript (from the Gordon G. Bleuler Collection)



Figure 7. Eagletown, C.N manuscript cancel (from the Gordon G. Bleuler Collection)

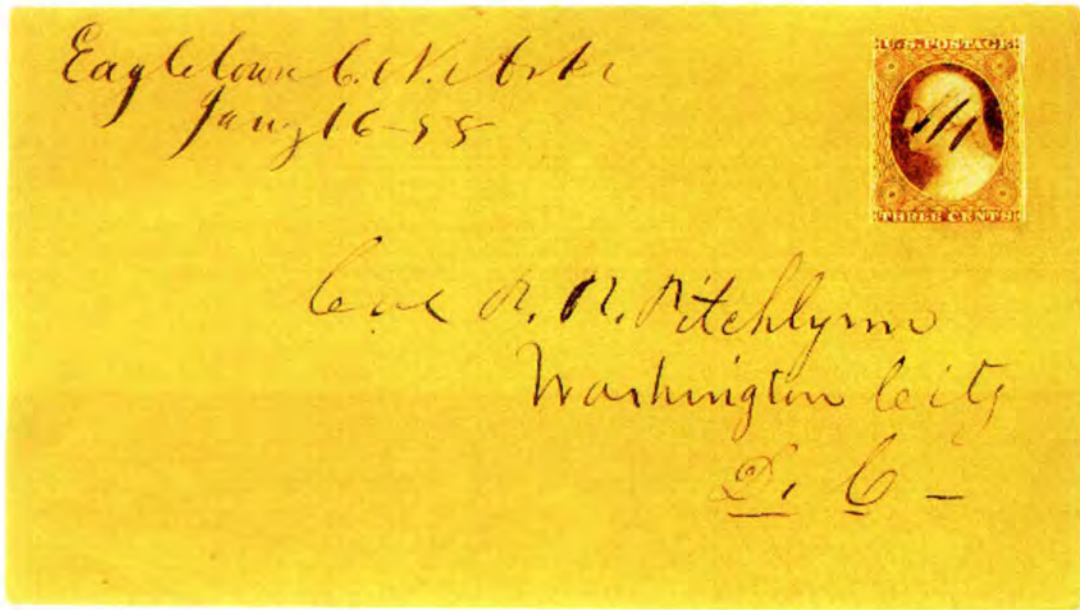


Figure 8. Eagletown, C.N. Ark manuscript cancel (from the Gordon G. Bleuler Collection)

circle ties 3c Dull Red (11), 3 margins, to 1852 FC to Louisville, Tenn., F-VF cover, letter enclosed on a separate sheet datelined Fort Towson, C.N.” Even though illustrated in the sale catalog, the price realized was \$30.00 against an estimate of \$300.00. Doaksville P.O.—spelled without the “e” between the “k” and “s”—was established on Nov. 11, 1847 and handled the mail for nearby Fort Towson. However this cds marking with

the “e” and a space between “Doakes” and “ville” is recognized by both Chase-Cabeen¹² and Signorelli-Caldwell.¹³

Doaksville, C.N / Aug. 1 (circa 1854) 3¢ 1851 Issue in dull light red shade, small black cds with manuscript killer. (Figure 5) This marking is not listed in either Chase-Cabeen or Signorelli-Caldwell and Figure 5 is presently the only known example of this postmark.

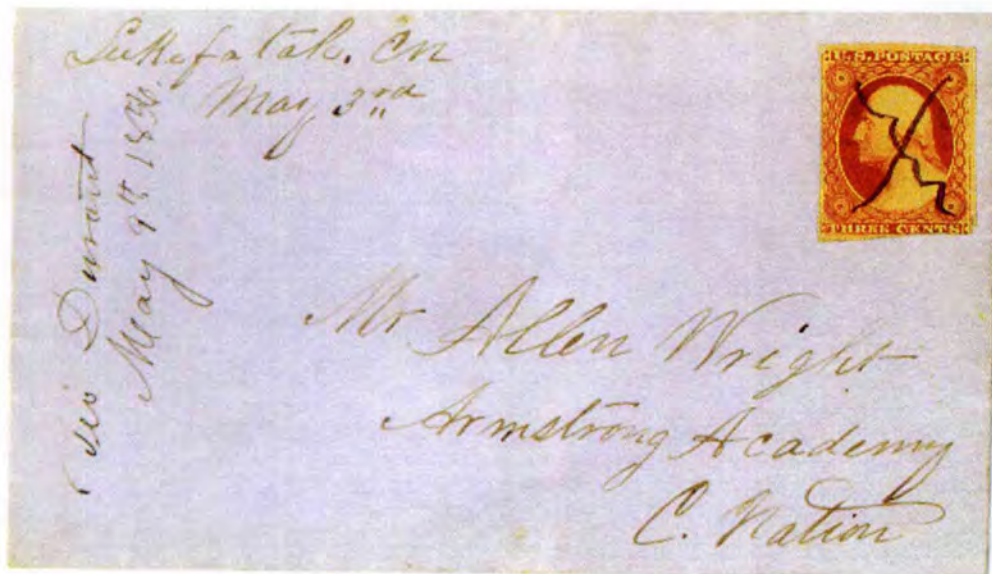


Figure 9. Luk-fa-tah, C.N. manuscript cancel (from the Collection of Gordon G. Bleuler)

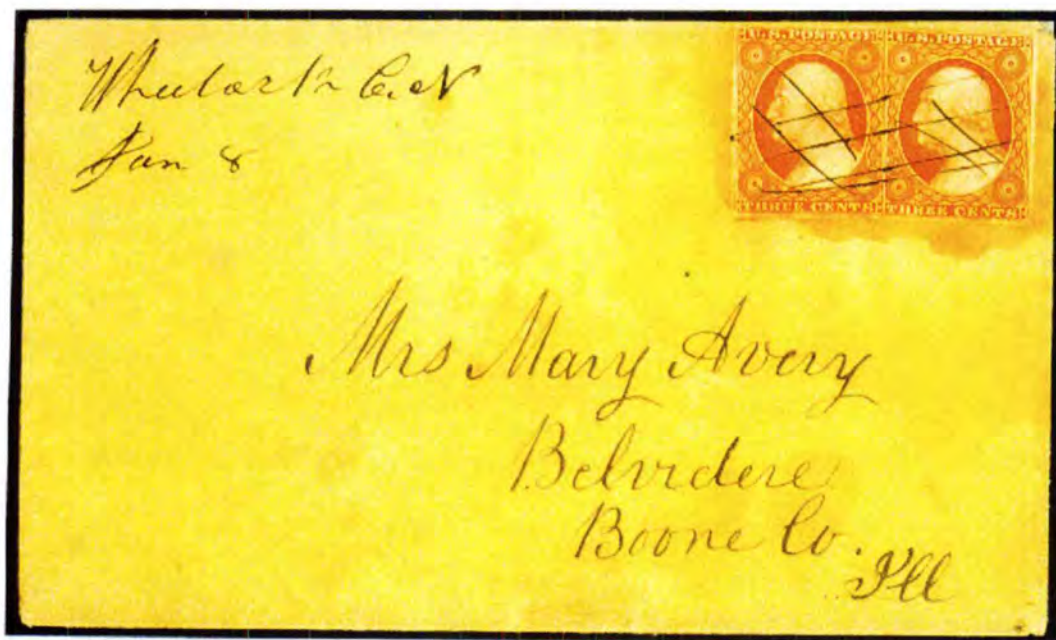


Figure 10. Wheelock, C.N. manuscript cancel (from the Collection of Gordon G. Bleuler)

Doaksville is the only Indian Territory Post Office to receive direct distribution of the postage stamps of both the Issues of 1847 and 1851.¹⁴

Doaksville, Ark. Oct. in manuscript (circa 1856). 3¢ 1851 Issue in light red shade. (Figure 6) This cover is addressed to Mrs. C.R. Woodruff/ Huntington/ Long Island. First Lt. Israel C. Woodruff was then stationed at Fort Towson which was only one mile from

Doaksville. Another cover from the same correspondence with manuscript "Doaksville Choctaw/ Nation/ 1860" with the year date tying the 3¢ 1851 Issue was illustrated in *Indian Territory Mail*.¹⁵ This demonstrates the interchangeability of "Ark" and "Choctaw Nation" in postal markings of the period.

Eagletown, C.N., June 24, in manuscript with pen

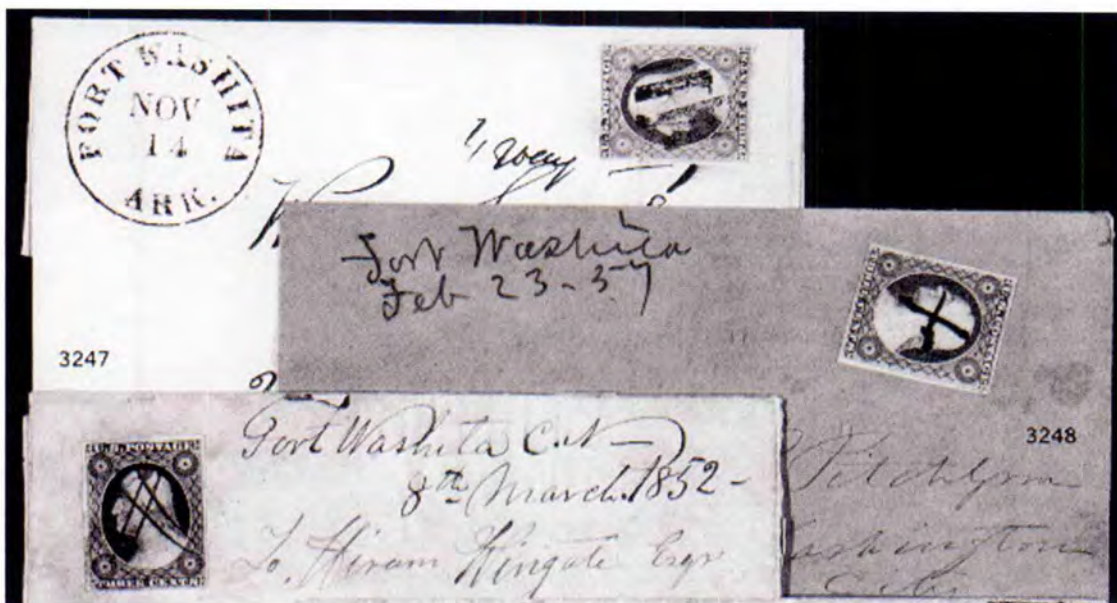


Figure 11. Three Fort Washita covers from the David T. Beals III Collection Sale

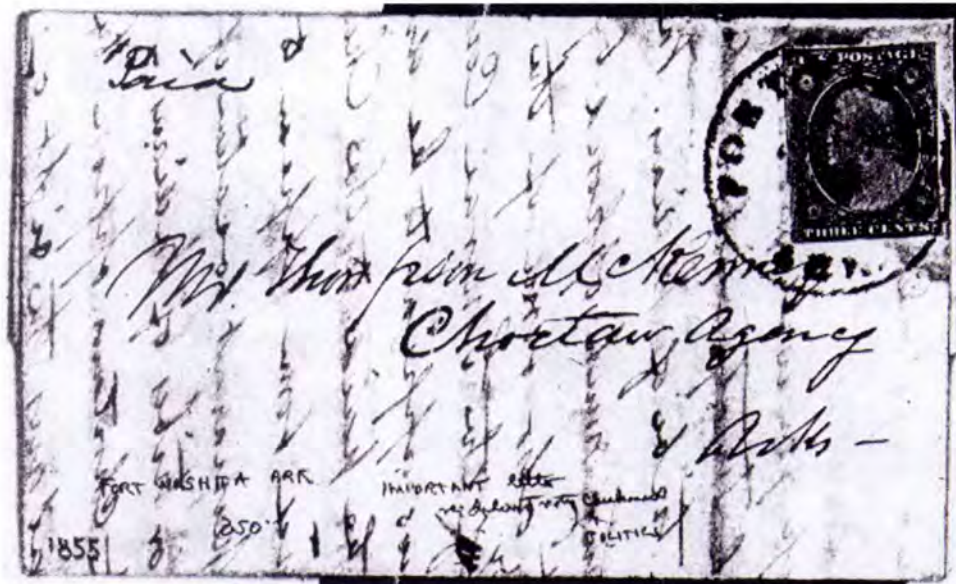


Figure 12. Fort Washita, Ark 33mm cds

cancellation on 3¢ 1851 Issue in deep red orange brown shade (Figure 7). This small, embossed ladies envelope is addressed to P.P. Pitchlynn in Washington, D.C. "in Haste." The Eagletown Post office was established July 1, 1834. A similar cover from the same correspondence, dated April 2nd, 1856 with pen cancel, was illustrated in *Indian Territory Mail*.¹⁶

Eagletown, C.N. Ark. Jan'y 16, 58, in manuscript with pen cancel on 3¢ 1851 Issue in deep red orange brown shade on orange envelope (Figure 8). This is the only cover in the survey using both "C.N." and

"Ark." This very fine cover is also from the Col. P.P. Pitchlynn correspondence.

Luke-fa-tah, C.N. May 3rd, in manuscript with pen cancel on 3¢ 1851 issue in deep red orange brown shade on blue folded letter sheet, with 1856 docketing (Figure 9). The cover is addressed to Mr. Allen Wright, Armstrong Academy, C. Nation. Allen Wright was a Presbyterian minister who was active in tribal affairs from 1856-1870 and became Principal Chief of the Choctaw Nation after the Civil War. It is Wright who is credited with first using the name "Okla-homa," meaning



Figure 13. Flint, C.N. manuscript cancel (from the Gordon G. Bleuler Collection)



Figure 14. Fort Gibson, Ark cds (from the George H. Shirk Collection)

“red people” in the Choctaw language, when he referred to the unorganized region to be covered by the Choctaw-Chickasaw Treaty of 1866.¹⁷ Luk-fah-tah means “White Clay” and comes from two Choctaw words - “Lukfi” which means “dirt” or “clay” and “Hatah” which means “white.”¹⁸ The post office was established on Feb. 14, 1853, officially spelled Luk-fah-tah.

Wheelock, C.N. Jan 8 in manuscript with pen cancel on (circa 1856) 3¢ 1851 Issue in deep red orange brown

shade (Fig 10). This is an extremely scarce Choctaw town marking. Wheelock post office was established on Mar. 21, 1845 at the site of Wheelock Female Seminary. This boarding school was founded by Presbyterian missionaries Alfred and Harriet Wright for “the Acculturation and Christianization of Young Choctaw Women”.¹⁹

By now it should be obvious that Indian Territory postal history also involves a great deal of both American

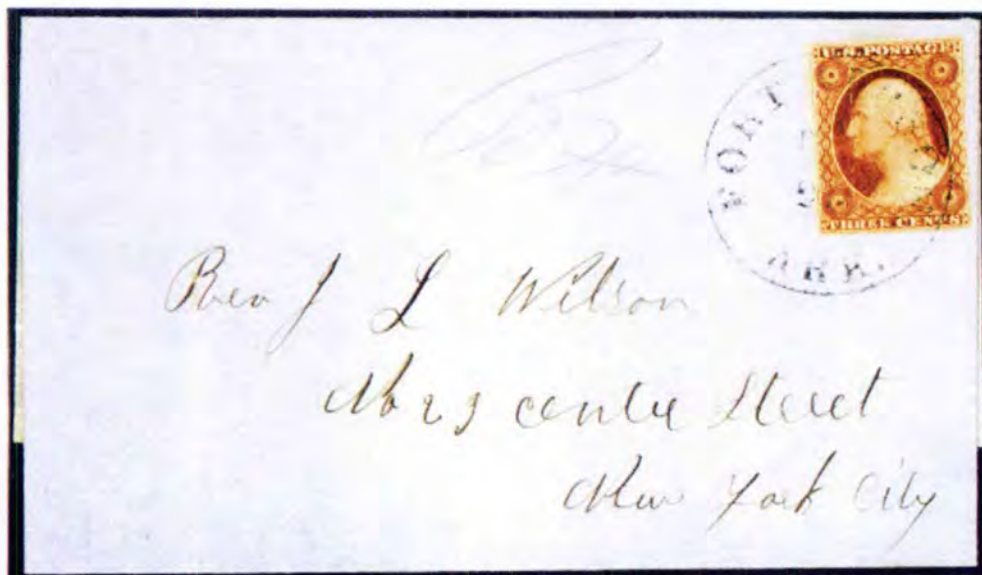


Figure 15. Fort Gibson, Ark cds (from the George H. Shirk Collection)



Figure 16. Fort Gibson, Ark cds (from the Joe H. Crosby Collection)

History and Native American History.

Chickasaw Nation

The only post office in Chickasaw Nation to receive 3¢ 1851 stamps was Fort Washita and, as indicated above, directly from the Post Office Department. The post office was established on Nov. 4, 1844. Fort Washita was established as a military post April 23, 1843, on a site personally selected by Gen. Zachary Taylor in 1842. Except for a brief

period in 1859, it was continuously garrisoned until the outbreak of the Civil War. It was then occupied by the Confederate forces until the war ended. Even though the U.S. military post was never reestablished after the war, the sutler's store and some surrounding buildings served as a town for the post office until May 24, 1880. Five covers with 3¢ 1851 Issues have been identified from this location. The first three were in the Beals sale.

Described in the sale as Lot 3247, "Fort Washita, Ark. / Nov. 14, V.F. bold black circle Chickasaw Nation

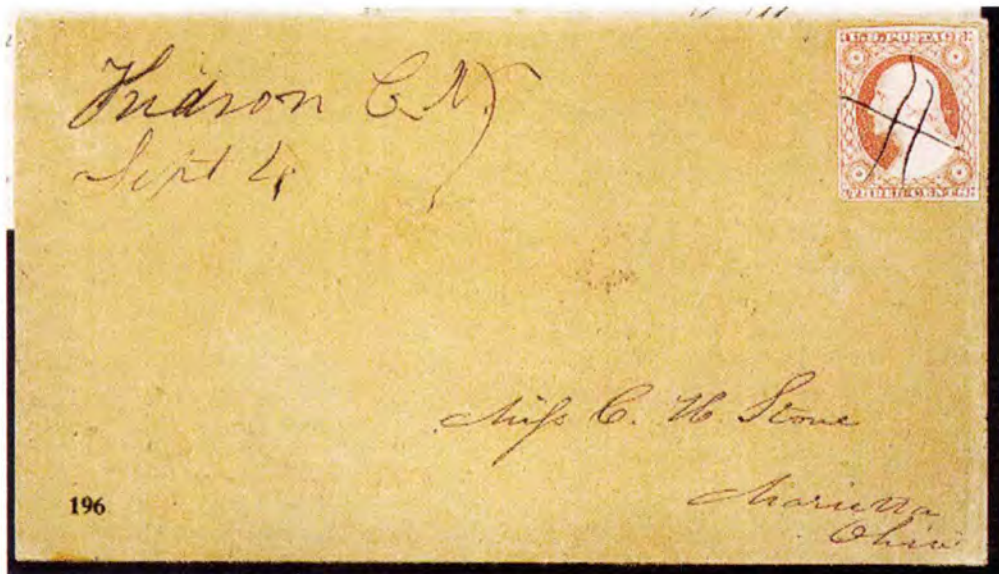


Figure 17. Kidron, C.N. manuscript cancel (Ex- Jarrett Sale, Lot 196)



Figure 19. Creek Agency, Ark. manuscript cancel (Ex-Jarrett Sale)

pmk on 1853 cover to New York with 3¢ Dull Red (11), creased, bar cancel, V.F. cover. Earliest known use of this marking. Photo. Est. Net \$750.00." (Figure 11, top) This cds is 33mm and is illustrated in Chase-Cabeen as Figure No. 511, "Dec. 19, prob. 1852 / 3c 1851 stamp (Howland)." This indicates that Beals claim of EKU may be questionable. However, the Dec. 19 cover has not come to light in current research.

Described in the sale as Lot 3248, "**Fort Washita**, Feb 23-57, manuscript Chickasaw Nation pmk. on cover to Washington, D.C. with pen-cancelled 3¢ Dull Red (11), V.F. deep rich color. F. -V.F. cover Photo Est. Net \$750.00." (Figure 11, center)

Described in the sale as Lot 3246, "**Fort Washita**, C.N. 8 March 1852, manuscript Chickasaw Nation pmk. on cover to Lexington, Ind. with 3¢ Orange Brown (10), F. - V.F., sl stain, pen-cancelled, cover mended at 2 folds. Fine cover, letter headed "Camp Phantom Hill, Clar Fork, Brazos" (River, Texas) enclosed. The post was established in 1842. Photo Est. Net. \$750.00." (Figure 11, bottom) Significantly, this cover did not sell at the time, *but is the earliest known cover from Indian Territory with a 3¢ 1851 Issue!* Its current location is not known.

Fort Washita, Ark. 33mm cds nicely ties 3¢ 1851 Issue on folded letter sheet headed Mineral Bayou, Aug. 8th, 1855, to Mr. Thompson McKenney/Choctaw Agency/ Arks. from Israel Folsom in regard to the pending treaty between the Chickasaw and Choctaw Nations and the politics and timing in getting tribal and

U.S. approval.²⁰ (Figure 12) The fifth Fort Washita, Ark. cover has the black 33mm cds nicely tying a 3¢ 1851 Issue on a brown cover, Jan 2 (probably 1853-54), from the Pitchlynn correspondence. It is now in the Bleuler Collection.

Cherokee Nation

Flint, C.N. Nov. 1st '59 manuscript cancel on small white cover with 3¢ 1851 Issue in dull red shade with bold pen killer; Ex- Chase.(Figure 13). The Flint post office was established August 1, 1846 south and east of Tahlequah.

Fort Gibson Ark. Mar. 10/ cds with pen cancel on 3¢ 1851 Issue, bottom sheet margin copy 93 R 3 on folded letter sheet (1855) to Rev. S. Robertson/ Winneconne/ Winnebago Co./ Wisconsin. (Figure 14) Ex Chase, now in the George H. Shirk Collection.²¹ The post office at Fort Gibson was established on Sept. 14, 1842.

Fort Gibson, Ark. / Aug. xx/ 1857 cds in black ties 3¢ deep rose brown shade 1851 Issue on blue letter sheet; 1857 dated notation on reverse, enclosure removed (Figure 15). Fort Gibson was formerly known as Cantonment Gibson, the second post office to be established in what is now Oklahoma on Feb 28, 1827, and continues to operate today as the town of Fort Gibson, Oklahoma. A cover with the same but slightly less legible Fort Gibson, Ark. cds tying a torn 3¢ claret shade 1851 Issue on blue letter sheet is also in the author's collection (Figure 16).

Described as "**Kidron, C.N.** Sept. 4 manuscript townmarking, matching pen cancels on 3¢ Carmine Brown (11) almost four margins, minor corner crease, not tied, on cover to Marietta, Ohio, insignificant cover crease, still fresh and very fine, scarce use of 1851 issue, Chase notes on back indicate probable 1852 shade and use, Est \$200-300." (Figure 17) The Kidron post office was established on Sept. 17, 1835 and used manuscript postmarks and pen cancellations.

Tahlequah, Ark. with cds and manuscript Jan 10 ties #11 with pen cancel "x" on folded letter sheet headed "Park Hill Jan. 5, 1858" to Mr. John Orr Worcester, St. Johnsbury, Vermont. (Figure 18) This cover is ex-Chase, with his notes on the back "In Cherokee Nation & not in Arkansas" / "Tahlequah - Ark, Jan 11, 1858" / "3¢ 1851 60 R 3 with full imprint and part Pl. No. at right." It was purchased by George Shirk from E.N. Sampson, who sold Dr. Chase's Oklahoma and Indian Territory collections, and is now in the George H. Shirk Collection of Oklahoma Postal History at the Oklahoma City University Library. This postmark is listed in *Simpson's U.S. Postal Markings 1851-61*, as Tracing 5 in "Unusual Circular" cancels due to the ornamental lines on either side of "Tahlequah," 28mm with rarity number 7 - meaning 7-10 recorded.²² The post office at Tahlequah was established on May 6, 1847. It was the first in Indian Territory to receive 3¢ 1851 stamps, on Aug. 18, 1851. Tahlequah was then and is today the Capitol of the Cherokee Nation.

Creek Nation

Described in the Jarrett Sale as "**Creek Agency Ark** Aug. 26th 1852, blue ms. postmark, matching pencancels

tie 3¢ Orange Brown (10), four full to large margins, on cover to Cazenovia, N.Y., fresh and very fine, very scarce, Chase-Cabeen did not list this office as having used an "Ark." administrative designation in its markings, but this is a normal feature of early markings from the Indian Nations of the period, a rare use for an Orange Brown stamp. Est. \$300-400."²⁴ (Figure 19) The Creek Agency post office was established on June 7, 1843.

Twenty-two 3¢ covers of the 1851 Issue from 11 post offices have been discussed in this article. Gordon G. Bleuler has ten, not surprisingly since his is the largest collection of Indian Territory Postal History; the George H. Shirk Collection has two; Jarrett had two; Beals had four; but Darlington²⁴ had none. I am confident that several other 3¢ covers reside in current collections which should be featured in *The Chronicle* of the U.S. Philatelic Classics Society. Likewise, I would be most pleased if this article helps to locate the first 12¢ and 1¢ 1851 Issue covers used from Indian Territory. It certainly was not an overstatement when Dr. Chase said that the Issues of 1851 in Indian Territory are *decidedly rare and of greatest interest*.

Endnotes

¹John W. Morris, Charles R. Goins, and Edwin C. McReynolds, *Historical Atlas of Oklahoma*, 2nd Edition (Norman, OK: University of Oklahoma Press, 1976), source of base map.

²Carroll Chase and Richard McP. Cabeen, *The First Hundred Years of United States Territorial Postmarks, 1787 - 1887* (State College, PA: American Philatelic Society, 1950), page 243.

³Records of the Post Office Department, *Record Book of Stamp Shipments to Postmasters - July 1, 1847 to*



Figure 18. Tahlequah, Ark. cds with ornamental lines (From the George H. Shirk Collection)

June 30, 1853, Microfilm Roll NNR-423 (Washington, D.C.: U.S. Archives, 1967).

⁴*United States Postal Guide and Official Advertiser (The)*, Vol. I, No. 1 (Jul 1850) – Vol. II, No. 12 (June 1852), Muskegon, Mich., Reprint published by Theron Wierenga, 1982. Original publication issued monthly by Peter G. Washington and Charles M. Willard, Washington, D.C. at p. 362 (June 1851).

⁵Carroll Chase, *The 3¢ Stamp of The United States 1851-1857 Issue* (Hammondsport, New York: J.O. Moore, Inc, 1929), page 249.

⁶Carroll Chase, *The 3¢ Stamp of The United States 1851-1857 Issue*, revised edition (Springfield, Mass.: Tatham Stamp & Coin Co., 1942), page 255.

⁷*ibid.*, page 256.

⁸However, some would only be applicable to the perforated Issue of 1857.

⁹The author thanks Gordon G. Bleuler for providing images and detailed descriptions of the many fine covers from his outstanding Indian Territory collection.

¹⁰Peter P. Pitchlynn's prolific correspondence is a major source of Indian Territory postal history. The original letters contained in most of this correspondence can be found in the Gilcrease Institute of American History and Art, Tulsa, OK. For an excellent biography see W. David Baird, *Peter Pitchlynn, Chief of the Choctaws*, 2nd printing (Norman, Okla.:University of Oklahoma Press, 1986.)

¹¹Daniel F. Kelleher Co, Inc., "The David T. Beals III Collection of United States Military Posts (Forts)," 578th Sale, June 20, 1988.

¹²Chase-Cabeen, pp. 277, 285.

¹³Gaspare Signorelli and Tom J. Caldwell, *Indian Territory Mail* (Brooklyn, N.Y.: Gaspare Signorelli, 1966).

¹⁴*Record Book of Stamp Shipments*.

¹⁵Signorelli-Caldwell (unpaginated).

¹⁶*Ibid.*

¹⁷Muriel H. Wright, "Foreword," in George H. Shirk,

Oklahoma Place Names, 2nd ed., rev. and enl. (Norman, Okla.: University of Oklahoma Press, 1974), p. viii.

¹⁸Peter Hudson, "Recollections of Peter Hudson," *Chronicles of Oklahoma*, Vol. X, No. IV, Dec. 1932; see also Shirk, p. 146.

¹⁹Justin D. Murphy, "Wheelock Female Seminary, 1842-1861," *Chronicles of Oklahoma*, Vol. LXIX, No. 1 (Spring 1991) pages 48-61. This is also the location of the oldest church in Oklahoma.

²⁰Thompson McKenney was a lawyer and Choctaw delegate to Washington in 1852 and Israel Folsom was a Choctaw leader. See "Recollections of Peter Hudson," p. 513. McKenney should not be confused with Col. Thomas Lorraine McKenney, who was Superintendent of Indian Trade under Presidents Madison, Monroe, John Quincy Adams and Jackson and was appointed as the first Superintendent of the Bureau of Indian Affairs in 1824. He is generally associated with the McKenney-Hall Portrait Gallery of American Indians.

²¹The George H. Shirk Collection of Oklahoma Postal History, Oklahoma City University Library, Oklahoma City, OK.

²²Thomas J. Alexander, *Simpson's U.S. Postal Markings 1851-61*, 2nd ed., rev. and enl. (Columbus, Ohio: U.S. Philatelic Classics Society, Inc., 1979), pages 42-43.

²³This same cover also was in Robert A. Siegel Sale # 284, March 10-13, 1965, Lot 134—there described as Brownish Carmine (11).

²⁴Significantly, the outstanding collection of U.S. Territorial Covers formed by Herbert T. Darlington, of New Jersey, included 114 lots of Indian Territory covers, and none bears an 1851 Issue even though he had covers from much earlier in the stampless period and from almost every post office that existed during relevant period. See Samuel C. Paige, "The Herbert T. Darlington Collection," 17th Sale, Dec. 1956.

Part VIID.
“Fancy” Cancels on the 1851 Issue
by Hubert C. Skinner

Introduction

Prior to 1842, when the first adhesive stamps in America were produced and used by the City Despatch Post in New York City (Scott No. 40L),¹ there was very

little need for obliterating devices. When postal markings needed to be obliterated or changed, pen strokes generally were used. With the advent of adhesives in 1842, some method of preventing re-use of the new stamps was required. At first, pen marks were



Figure 1a-b. The first handstamped obliterators used on adhesive stamps in the United States are shown here. Figure 1a is a cover carried on 3 May 1842 by the City Despatch Post of New York City. The adhesive stamp (Scott 40L1) is canceled with an octagonal boxed “FREE” as described below. Figure 1b is a cover carried by the United States City Despatch Post on March 13 [1844] after the U.S. Post Office purchased the private City Despatch Post of New York. The adhesive stamp, similar in design to 40L1, but printed on blue paper (Scott 6LB5) is canceled by an octagonal boxed “U.S.” used both as an obliterator and an overprint indicating that the United States had taken control of the City Despatch Post (see text below). Both of these covers have been authenticated by the Philatelic Foundation.



utilized to deface a stamp or an existing postmark was overstruck on the stamp to show that it had been used and was no longer valid for payment of postage. The evolution of canceling devices designed for the purpose of "killing" or "canceling" adhesive stamps had not yet begun. Soon, innovations began to appear. A boxed "FREE" (meaning "paid," that is, "free" of further charges) was struck in red ink at New York City on City Despatch Post stamps to show that the adhesive had prepaid the postage (early 1842) and to invalidate the stamp. This is the first handstruck obliterator used on adhesive postage stamps in the United States.² A few months later, the United States government purchased this private post and, from 16 August 1842 until late November 1846, the United States City Despatch Post operated as an official carrier. Another boxed marking, again struck in red and reading "U.S.," was prepared and used as a combination overprint/cancellation for the government carrier service.³ At first, the NYC post office used the same City Despatch adhesives (but renumbered as Scott No. 6LB1); later, others were issued (6LB2-6LB7). Further, in a few post offices during the 1840s and early 1850s, distinctive handstamp obliterations were made and utilized to block out or correct postmarks rather than to cancel adhesives;⁴ most of these were used at exchange offices along the border between the United States and Canada.

In early 1845, Robert H. Morris, Postmaster of New York City, had the engraving firm Rawdon, Wright & Hatch prepare beautifully engraved adhesives (with the portrait of George Washington as the vignette design) for use at the NYC post office (Scott No. 9X1). These are the first Postmasters' Provisionals. Two years later, the United States Post Office at Washington issued the 5¢ and 10¢ stamps of 1847 (Scott No. 1, 2) for general use at all offices. During the life of the New York City provisionals and the U.S. first issues, in addition to pen marks and postmarking devices employed as cancelers, the record shows a square 13-bar lined grid used at NYC;⁵ an encircled 7-bar round grid (Boston and other cities); several other grids in various shapes, sizes and colors; a Canadian target cancel with seven closely-spaced rings (Skinner-Eno SD-T 10); a blue radial pattern (S-E CR-M 1, Wilmington and Raleigh Railroad); and a herringbone pattern (S-E SD-G 125, Binghamton, N.Y.).⁶ Aside from the handstamps listed above, only a few other distinctive or imaginative devices are known prior to mid-1851. Thus, true fancy cancels (designs that are derived from the "fancy" or "fanciful" thoughts of the person making the carving) are quite rare on adhesives before the appearance of the 1851 issue.

Even before adhesive stamps were introduced, a general appreciation for the aesthetic appearance or the artistic aspects of letters was apparent. At most post offices, the clerks and postmasters took pride in their work and tried to inscribe manuscript notations carefully and legibly. Later on, when handstamps were introduced, they tended to place each one carefully and strike it such that it would not only communicate the message (a postmark *is* a message) to other offices and to the eventual recipient of the missive, but also would have a neat, orderly and attractive appearance. Soon, hand carved and distinctive geometric or pictorial canceling devices appeared and began to communicate the imagination and innovative elements of the thoughts, artistic talents and even the politics and humor of the carver. Perhaps the zenith of achievement and the most spectacular (certainly the most valued and popular) efforts were those of John W. Hill, known as "The Whittling Yankee," post-Civil War clerk and, later (1870 *et seq.*) postmaster at Waterbury, Connecticut.⁷ In view of the foregoing, it is hardly surprising that many, many quite carefully and well-struck examples of fancy cancels on and off cover have survived to embellish postal history collections. Incidentally, it is sophomoric to cast aspersions on a carefully and artistically designed obliterator that is well-struck clearly and symmetrically on a stamp by suggesting that any well-struck and centered cancel must be a fake or that a cover is not genuine or that a stamp does not belong to the cover because the cancel does not tie the adhesive. Many of the most interesting and beautiful cancels were struck with loving care by the actual person who carved the design. He was not aware that inexperienced and immature collectors a century later would require that their stamps must be tied to cover. There are numerous faked cancels and faked covers, but many non-tied classic stamps and franked covers struck with fancy cancels are both genuine and artistically beautiful.

For many decades, collectors have exhibited as much interest in fancy cancel designs as the people who carved them. Adhesive stamps have been collected since the Penny Black of 1840 but, at first, collectors were more interested in the variety, the design and the exotic origin of postage stamps, than in the cancels which obliterated them. In fact, most early collectors wanted as little of the design obscured by the cancel as it was possible to find; the less sophisticated collectors today share this dedication. After collecting prerogatives had evolved to the point that cancels could be collected for their own sake, the more spectacular cancel designs attracted the attention of several early twentieth century philatelists. Some years ago, this writer and Amos Eno discussed



Figure 2. In the three examples illustrated above, we see a simple manuscript "X," a somewhat artistic looping swirl and two curved markings which appear to be the number "33."



Figure 3. These two covers exhibit rather crude manuscript efforts at pictorial designs used to obliterate 3¢ stamps paying the intercity rate for single letters. The "artist" chose to detail or "highlight" the vignette (Washington's head). In the upper cover a manuscript "X" was added as an additional cancel.

this subject at some length.⁸

Efforts among philatelists to recognize, comment upon or formally record pictorial or other intriguing fancy killers can be traced back to as early as 18 January 1919 when a brief account by Willard O. Wylie appeared in *Mekeel's Weekly Stamp News* under the title "Odd Cancellations," reporting on a description in the Waterbury (Connecticut) *American* of "original ideas in the canceling of stamps and letters" at the Waterbury Post Office "backward from 1878," including one letter "where in the cancellation mark there appears a hen with widespread wings rushing toward one end of the envelope" (the so-called "running chicken"). Later, on 24 May 1919, a longer article by Percy McG. Mann was published, embellished by 29 freehand drawings of Waterbury cancels. However, no mention of the name of the postmaster nor of the carver of these designs was included. One sentence from Mann's article is particularly worthy of quotation: "In the early days of philately the stamp wasn't collected for its odd or

fanciful cancellation." Perhaps Percy Mann should be "credited" with the introduction of the term "fancy cancel;" clearly, his "fanciful cancellation" designation has the same meaning—a marking or design derived from an image in the mind of its originator. See the Skinner-Eno volume for a more complete account of the development of collector interest in collecting cancels or killers for their own sake and for a "Classification of Canceling Devices."⁹

For the present volume, the chapter on "Obliterations" by Dr. Carroll Chase in his classic work *The 3c Stamp of The United States 1851-1857 Issue*¹⁰ is the premier reference on cancellations. The subject of obliterations or cancels on the 1851 issue itself was introduced here. As described above, fanciful designs used as obliterations are quite rare on adhesives before the appearance of the 1851 issue. Even in the early 1850s most cancelers were simple grids, stars, radials or geometrics; very few were elaborate or pictorial designs. In this chapter, some of the more interesting and

intriguing killers will be described and illustrated. A few intriguing or pictorial images were actually hand drawn; naturally, each of these is unique.

Simple Designs – Grids, Targets, Radials, Spirals, etc.

Very few of the Simple Designs can be described as true fancy cancels (fanciful ideas). Many of these were made simply by carving away linear or curved portions of corks or pieces of boxwood. Aside from circular or straight-line town markings, "PAIDs," rate markings and other postmarks, Simple Designs are the most common cancels used to obliterate the stamps of the 1851 issue. Some of these, however, are quite attractive and even beautiful designs.

Postmarks Used as Obliterators

In addition to pen marks consisting of straight or crossed lines, the use of existing postmarking devices to "kill" the first adhesives represents the earliest method employed. Accordingly, only a very few fancy cancels are recorded on the 1847 issue or on private post or carrier stamps used before the appearance of the 1851 issue. Even in the early 1850s, the numbers of fanciful designs used as obliterations is relatively low. Later, during the usage of the 1857 and 1861 issues, an exponential increase in the numbers of fancy cancels became increasingly apparent. As we are interested here in the 1851 issue, the examples presented and illustrated here of penstroke cancels and other simple designs such as split corks and grid patterns are on 1851 stamps even though similar examples exist on earlier adhesives.

Manuscript or Penstroke Cancels

One of the simplest and easiest methods used by postal clerks to deface adhesive stamps was the readily available quill or pen and ink. There are many examples canceled by single or multiple straight pen strokes or a manuscript "X"; however, some ingenious clerks drew designs on the vignettes or highlighted the head of Washington (or Franklin, etc.) adding hair patterns or beards to the figure. One of those shown below places a top hat and black collar on Washington together with highlighted features and hair lines. In some cases (relatively few), simple or elaborate geometric designs were hand drawn as obliterations. It hardly needs to be stated that each of these hand-drawn designs is unique in itself.



Figure 4a-d. Four off cover examples of handdrawn geometric designs are shown above. 4a is a four-bar manuscript grid; 4b is a handdrawn pinwheel; 4c is a radial pattern; and 4d is a quadrate geometric pattern.



Figure 5a-d. Four additional manuscript cancels are illustrated here. 5a and 5b are manuscript rate marks applied to obliterate adhesives of equivalent value, the "12" on the 12¢ value represents a quadruple domestic rate; 5c is a relatively crude "highlighted" bust figure; and 5d is a remarkably detailed and artistic drawing complete with a top hat on Washington's head. A full cover with similar elaborate hand-drawn designs is illustrated in the chapter on "Unusual Usages of the 1¢ Stamp," Figure 23. All of these hand-drawn figures are unique manuscript designs.



Figure 6. The four covers shown here illustrate some of the simpler and less imaginative carved designs created to obliterate the 1851 issue. At bottom left is shown a cork with two carved channels in an X shape struck in blue ink. The other three covers depict rather crude radial designs carved into 12 or more wedge-shaped elements.



Figure 7. The cover from Brimfield, Ms. shown above has an artistically carved flower-like pattern with eight radial elements or petals. Both the circular date stamp and the obliterator are struck in blue. Note the embossed spiral pattern on the flap of this envelope which is almost identical to the spiral cancel from Salem, Massachusetts illustrated below (see Figure 10).

Figure 8. The four covers shown here are simple but very attractive geometric designs; all four are struck in blue ink. The first is composed of a large circular "cork" cut into four horizontal bars. There are several similar cancels from different New England towns. The second cover is canceled with a circular device carved into eight small radial carets. The third and fourth are very attractive circular geometric patterns. Note that three of these cancels are struck with care, each fully on the stamp; all are genuine usages though not tied to cover!





Figure 9. This handsome cover from Loveland, Pennsylvania bears an adhesive stamp canceled with a fine-line geometric pattern probably intended to represent a patriotic shield. Thus interpreted, it becomes one of the few pictorial cancels that are known to occur on the 1851 issue.

Simple Designs – Grids, Cross-Roads, Wedges, Targets, etc.

Hand-carved handstamps soon made their appearance as obliterators. Initially, the designs or patterns were quite simple and were carved from corks, rubber stoppers or pieces of wood (notably boxwood). These devices were generally circular, square or rectangular in shape. Perhaps the simplest of these forms is a circular cork with two intersecting lines or channels of various widths cut across the circular surface with a negative perpendicular cross or an X-shaped design dividing the cork into four semi-triangular quadrants. Many simple corks were divided with three or four intersecting channels forming circles of six or eight "wedges." Some of the wedge patterns were cut hollow forming a circle of "carets" or Vs. Others were carved with criss-cross patterns forming grids of squares, varied in number and in their outer shape. Most grids are round, square or rectangular, but oval, triangular and other shapes do occur. Soon, target-like designs formed of three, four or more rings became common. As all of these simple designs are common and well-known to collectors, only a few of these will be illustrated here.

Simple Designs – Radials, Geometrics, etc.

Some artistically inclined postmasters and clerks began to produce more elaborate hand-carved patterns based on their own taste and imagination or fancy; these

designs led to the even more elaborate and quite "fanciful" patterns that are known today as "fancy cancels," a label that properly should be applied only to the more imaginative and fanciful designs which are the unique product of the carver and can be readily recognized even when off cover. This writer uses this factor as his basis for defining a cancel as fancy—recognizable as a known hand-carved cancel variety when off cover. It should be noted that many cancels were copied by other carvers and closely resemble the original pattern. Only careful examination and measurement can distinguish these and unless very well struck this may not be possible in all examples. This produces a family of similar designs that are intriguing and an invitation to comparative studies. It should be noted again that distinctive hand-carved cancels are quite rare on adhesives issued prior to 1 July 1851 when the new 1851 designs and values appeared. Beautiful and distinctive obliterating patterns are decidedly scarce in the early 1850s and accordingly are difficult to acquire as they are sought after with vigor and determination by students of the 1851 issue and serious cancel collectors. The illustrations that follow illustrate some of the more elaborate radial and geometric designs that occur on the 1851 issue.

Pictorial Designs

Throughout the life of the 1851 issue, the student of canceling devices can trace the evolution of obliterators



Figure 10a-b. These two covers from Salem, Massachusetts illustrate one of the most intriguing cancels on the 1851 issue. Note that the intricate spiral pattern of the obliterator very nearly replicates the pattern of the embossed design on the flap of the cover shown in Figure 7. Did the skilled artisan who made this cancel draw his inspiration from the embossed design on the commercial envelope in Figure 7? Further, the "PAID" (a postal marking) is attached to the obliterator! This is virtually unique among early canceling devices; Skinner-Eno (1980, GE-E 25) had not yet detected this attachment when the cancel book was published. Figure 10a shows an ordinary domestic usage from Salem to New York; curiously the 3¢ adhesive was attached with sealing wax. The 12¢ cover, Figure 10b, is an incredible rarity. Fancy cancels are extremely rare on the 12¢ stamps of this issue; this cover is a spectacular exception. The quadruple domestic rate (3¢ x 4) is an extremely rare usage when prepaid by a single 12¢ stamp from the 1850s. The valuation in the 2005 U.S. Scott Specialized Catalog—\$1,500.00 for a single on cover—illustrates this rarity, a valuation nearly double that listed for a pair used to England (\$800.00).



from pen strokes and old rating markings, circular date stamps and other postal markings such as "PAID" and "FREE" to simple divided corks and grid patterns to the more complex geometric patterns and to obvious patriotic images such as stars and shields. Finally, true imaginative pictorial designs made their initial appearance on the imperforate stamps of 1851 and with

each successive issue became more numerous, until during the 1860s hundreds of pictorial designs were carved on corks or pieces of boxwood to be used as obliterator. Thus, pictorials are few in number on the 1851 issue. Some of these relatively rare cancels are shown below.



Figure 11. This folded letter from Orford, New Hampshire bears a 3¢ stamp canceled with a framed diamond design struck in red ink. It is relatively rare and is one of the few fancy cancels on the 1851 issue.



12a



12b



12c



12d

Figure 12a-d. The four designs shown above are readily identifiable when off cover, thus they qualify as true fancy cancels. All four are struck in blue. Figure 12a is a flower-like radial design struck across a pair of 3¢ stamps. Figures 12b and 12d are round geometrics and Figure 12c has been called a "baseball game" with bats and balls, though this seems to be an overstatement.



13a



13b



13c



13d

Figures 13a-d. These four elaborately carved obliterations are struck in black ink. Figure 13a is a fan-shaped radial design; Figure 13b is a complex broken grid pattern; Figure 13c is a small flower-like design with six petals; and figure 13d is an intricate and complex round geometric design (Skinner-Eno GE-E 23).



Figure 14. This folded letter bears a 3¢ stamp in a rich orange brown color canceled "on the nose" with an elaborate circular pattern combining 16 radial elements with a solid center and an encircling outer frame. In addition, the cover is postmarked by a circular date stamp from the Atlantic & St. Lawrence & Androscoggin & Kennebec Rail Road, struck in blue ink. Wade Saadi graciously allowed this cover to appear here, along with a number of the off cover items shown below.



15a



15b



15c

Figure 15a-c. Perhaps the simplest pictorial design is the star. Literally many hundreds of different stars are known and range through a wide variety of numbers of points and varieties including combinations such as illustrated by Figure 15c. The simple five-pointed star can hardly be termed fancy as it is so fundamentally ubiquitous in American history. Figure 15c, the Bonds Village double star combined with "PAID," certainly is a fanciful design. Figure 15a is a small red star that is known to occur only on the Franklin and Eagle carrier stamps of 1851. The intertwined double-lined six-pointed star of Chicopee, Massachusetts is well known and a favorite of collectors. A similar star is known from The Glen, New York. The Bonds Village star, Figure 15c, is known on the 1851 issue and on each successive issue through the pictorial stamps of 1869.



16a



16b



16c

Figure 16a-c. Figure 16a is a magnificent clearly struck example of the "Stag" that owner Wade Saadi considers the "finest known copy," a designation unchallenged by this writer. Figure 16b is another more typical strike but is still quite legible. Figure 16c, an example on cover, is another typical strike and the cover bears the circular date stamp of Shelburne Falls, Massachusetts struck in red ink.

The Running Stag

The "Running Stag" from Shelburne Falls, Massachusetts (Skinner-Eno PA-Dr 1) is a delightful and artistic fancy cancel. It is scarce, but most advanced cancel collectors have one or more examples. Most of the known copies are struck in blue ink, but it has been recorded also in black.

Canton Pictorials and Paid's

William Priestley was the postmaster at Canton, Mississippi, from 1845 to 1866. During this period of more than 20 years, he used fancy and pictorial devices as obliterators on the 1851 and subsequent issues, even extending well into the Confederate period of postal history. Only a few of the truly pictorial devices appear on the imperforate stamps; many of them were not used



Figure 17a



Figure 17b



Figure 17c

Figure 17a-c. Figure 17a is the Christian Cross design used on a cover from Canton to the well known commission merchants Messrs. Buchannon, Carroll & Co. in New Orleans. Figure 17b is the Odd Fellows (IOOF) design with three links at the top and crossed arrows and a star below. The strip of three 1¢ stamps is from Plate Three (plated by Mark Rogers); each is canceled by the Odd Fellows obliterator. Figure 17c is the hand-carved negative "PAID 3" struck on a 3¢ stamp on a cover addressed to the Buchannon, Carroll & Co. firm in New Orleans

until the perforated stamps of 1857 appeared. Of those known on the 1851 stamps, the Christian Cross and the Odd Fellows links design are most notable. In addition,

several hand-carved negative "PAID 3" designs evidently intended originally for stampless covers were used as obliterations; see Figure 17c.

Figure 18. This is one of the most celebrated obliterations and is most eagerly sought after by cancel collectors. It reads "USED & DONE FOR" and is a delightful expression of the killer function of canceling devices. Only one or two covers exist but they reveal its origin from Fairhaven, Connecticut. It is known only on the 1851 issue. Illustrations for Figures 18 and 19 are courtesy of Wade Saadi..



Used, Free, Used & Done For

The obliterations illustrated here, as they were designed and intended to cancel adhesive stamps, are not postal markings in the usual sense that is indicated by this designation. That is, a rate mark or a circular date stamp actually communicates a *message* from the person handling the letter to the next postal clerk



Figure 19a

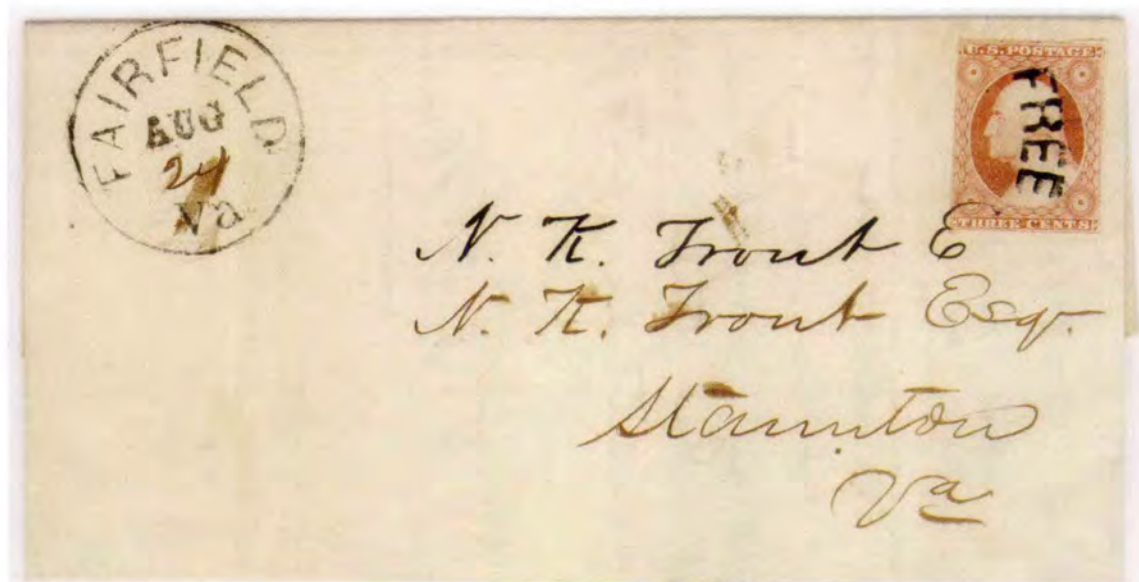


Figure 19b

Figure 19a-b. Figure 19a is a folded letter from Crane's Forge, Louisiana with "USED" effectively obliterating the 3¢ adhesive stamp. Figure 19b is another folded letter with the 3¢ stamp canceled by "FREE" showing prepayment as described above. This usage is from Fairfield, Virginia

19a



Figure 20. Three of the four covers illustrated above show circular date stamps used both to postmark the letters and obliterate 3¢ adhesive stamps. The remaining cover bears a 3¢ stamp canceled by a "PAID 3" in arc complemented by the town marking of "ORFORD-VILLAGE, N.H." in an arc; both struck in blue ink.

receiving the letter such as the fee due or collected or the date of transmission by the post office handling the cover. Though the cancels shown below are composed of complete words, they merely serve to prevent reuse of the stamp to which they were applied. In some cases, they also communicate a message. That is, "FREE" as used here indicates "free" of further charges, a synonym for "PAID" (see earlier discussion on the first page of this article). However, "USED" and "USED & DONE FOR" do not indicate anything beyond what a grid or star would communicate.

Postal Markings

Postal markings, as discussed above, are communications between one clerk or postmaster and the next clerk or postmaster who will receive the letter. Circular Date Stamps reveal the city of the postmark and the date the letter was processed. PAIDs or DUEs are markings showing whether the letter postage has been prepaid (in full). Rate numerals are typically

redundant because the canceled adhesive stamp reveals the amount of the rate prepaid. In general, rate numerals are "left-overs" from the stampless cover era when covers required a rate marking. Such numerals were convenient and handy to put to use as obliterations. This practice becomes obvious when the rate numeral does not represent the rate required to carry the letter to destination. For example, the encircled "24" and "80" illustrated below are unrelated to the rate required for the letter. A number of single inter-city letters have been recorded that originated in Chester, Connecticut with prepayment by a single 3¢ imperforate stamp that is canceled by a "24" in a circular frame. Combinations of "PAID" and the rate are common, illustrated here by "3 PAID," "PAID 3," and "PAID 6" (see below). Other postal markings, notably "WAY" and "STEAM," are rather common when used to obliterate adhesive stamps.



Figure 21a-g. PAID markings are among the most common of the postal markings used as obliterations. The wide variety of PAIDs cannot be fully illustrated here but the figures shown present some of the most common as well as some of the rarest types recorded. Figure 21a is a magnificent strip of three early 1¢ 1851 stamps canceled with two brilliant red straight line PAIDs (courtesy Wade Saadi). Figure 21b is the small Boston PAID in circle struck in red ink only in July 1851. Figure 21c is the same small PAID after the change to black ink late in July (known only from later 1851). Figure 21d is the large Boston PAID in circle struck subsequent to the small PAID (December 1851 and later); it is on a very fine pair of the 3¢ orange brown (Scott No. 10). Figure 21e is a remarkable PAID marking from Norwich, Connecticut. The negative blue PAID is carved such that it appears reversed when struck on a stamp. Figure 21f is a small straight-line PAID struck twice on a 3¢ orange brown. Figure 21g is a rare pioneer precancel, a straight-line "paid" handset from printing type and printed by letter press. Only a few examples of this early precancel are known to exist. A second type in all caps reading "PAID" exists. Both are extremely rare and one or two se-tenant pairs of these two types are recorded. These press-printed paids along with the Wheeling, West Virginia, precancel grids on the 1847 issue are among the earliest stamps recorded with precancels.



Figure 22. The ornamental embossed cover shown above bears a 3¢ adhesive stamp canceled with the small PAID with double-line circular frame of New Ipswich, New Hampshire. This delicate and artistically crafted obliterator is one of the most beautiful PAID cancels recorded. The New Ipswich circular date stamp in red is very faintly impressed to the left of the address. The decorative envelope with an elaborate embossed design on coated paper did not accept the red ink of the postmark legibly.



Figure 23a-e. The five examples of numeral cancels illustrated here are representative of the wide variety of numerals which have been employed to obliterate 3¢ stamps of 1851. Figures 23a and 23b are bold numeral threes of two different sizes. Figure 23c is a Roman numeral "V" indicating the number five. Figure 23d is a "24" in a circular frame. Figure 23e is an incredible numeral "80" in circular frame used to cancel a 3¢ adhesive. The rate "80" is an extremely rare rate which likely represents the double United States west coast to east coast rate of 40¢ in effect from March 1847 to March 1851. This rate became obsolete before the 1851 stamps were issued.



Figure 24a-d. Rate numerals used in combination with "PAID" are common as obliterations. Figure 24a is a "PAID 3" struck in red ink on the 1¢ stamp of 1851; thus, not matching the apparent rate of 1¢. Figure 24b struck in black ink (from Centre Sandwich, NH) and Figure 24c struck in red ink (Brattleboro, VT) are bold numeral threes, each with a negative "PAID" carved within the numeral. Figure 24d is a "PAID 6" in an oval frame struck in black ink on a very fine pair of the 3¢ orange brown stamp (Scott No. 10).

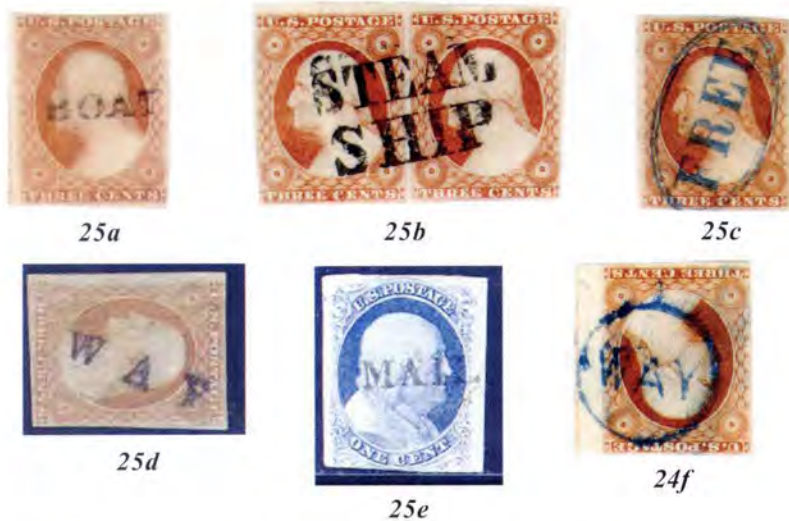


Figure 25a-f. Figure 25a reads "BOAT," a marking that most likely is part of a "STEAM BOAT" straight-line handstamp. Figure 25b reads "STEAM/SHIP," is a marking placed on incoming contract steamer mail. Figure 25c carries a Western Express marking with "FREE" in an oval frame struck in blue ink. Figure 25d reads "WAY," indicating the origin of a letter reaching a post office off the inland waterways carried by a contract mail carrier and picked up on the "way." This marking was applied to incoming way mail at New Orleans, Louisiana. Figure 25e is a very rare marking reading "MAIL (ROUTE)," placed on way covers at Savannah, Georgia in the early 1850s indicating origin (receipt) from a contract mail carrier on the Savannah River. Figure 25f is another way marking but this one has a circular frame.

Other Postal Markings Used as Obliterators

Numerous other postal markings are known used on purpose or by accident to cancel stamps of the 1851 issue. Some are inland waterway markings; others are express markings, etc.

Conclusion

This article is intended to provide an overview of the scope and variety of obliterators known to appear on the 1851 adhesives. It is by no means complete and other types of cancels are known to exist on these stamps. This writer is deeply indebted to several other collectors who have contributed to this survey of 1851 cancels. I am particularly indebted to Wade Saadi, who contributed much to the content and illustrations of this article.

Endnotes

¹Hubert C. Skinner, "Early Cancellations of New York City: Part I 1842-1852," *The Chronicle*, Vol. 47, No. 3 (Whole No. 167)(August 1995), pp. 171-78.

²*Ibid.*, pp. 171-72.

³*Ibid.*, pp. 171-74.

⁴Hubert C. Skinner, "The United States—British North America Cross-Border Mails: Their Unique Aspects, Peculiarities and Markings, Including Cancels Designed to Kill Postmarks," *The Chronicle*, Vol. 50, No. 4 (Whole No. 180)(November 1998), pp. 264-68.

⁵Skinner, "Early Cancellations of New York City," p. 173.

⁶Skinner, "Early Cancellations of New York City," pp. 173-78; Hubert C. Skinner and Amos Eno, *United States Cancellations, 1845-1869: Unusual and Representative Markings* (State College, PA: American Philatelic Society; [New Orleans]: Louisiana, Heritage Press of New Orleans, 1980), pp. 29, 31, 34 and 81.

⁷Paul C. Rohloff, *The Waterbury Cancellations 1865-1890* (Chicago: The Collectors Club of Chicago, 1979), p. 1.

⁸Skinner-Eno, pp. 9-11.

⁹*Ibid.*, pp. 9-22.

¹⁰Carroll Chase, *The 3¢ Stamp of the United States 1851-1857 Issue* (Hammondsport, NY: J.O. Moore, Inc.; Wilmington, DE: Printed and bound by Cann Brothers & Kindig, Inc., 1929), pp. 327-32.

Part VIII.

Illustrated Covers of the 1851 Issue

by Michael Heller

Introduction

Over the last few decades, there has been a growing interest among collectors in acquiring and displaying illustrated covers. While many individuals collect these postal artifacts for their intrinsic beauty, others focus on the aspects of social history reflected in the detailed illustrations. This article will discuss the events that led up to the development of illustrated envelopes, including changes in postal rates and printing methods, followed by examples of various types of illustrated envelopes franked with stamps of the 1851 issue.

Background

The era of the illustrated cover largely began in the U.S. with the 1851 stamp issue, albeit a very few 1847 stamps graced them. Two factors contributed to their emergence: 1) The reduction of postage rates beginning July 1, 1851 increased the postal usage many fold, and 2) Improvements in technology, specifically in lithography, slashed the cost of printing.

While the envelope had been invented in Europe and was frequently used by the 1840s, there are relatively few illustrated envelopes used before 1851. In fact, envelopes were rarely used in the U.S. before 1845, as their use necessitated an additional postage charge. Under the postal rules then in effect, letters were charged either by weight or by the number of individual sheets of paper used. For example, the Act of March 3, 1825 set the following rates of postage:

For every letter composed of a single sheet of paper conveyed not exceeding 30 miles, 6 cents; over 30 miles and not exceeding 80 miles, 10 cents; over 80 miles and not exceeding 150 miles, 12 1/2 cents; over 150 miles and not exceeding 400 miles, 18 3/4



Figure 1.

cents; over 400 miles, 25 cents; and every double letter, or two pieces of paper, double said rates; every triple letter of three pieces of paper, triple said rates; every packet of four or more pieces of paper, or one or more other articles, and weighing 1 ounce avoirdupois, quadruple said rates, and in that proportion for all greater weights.

Essentially, an envelope would have been considered an additional "piece of paper" and its use would have added another rate of postage. Given the relatively steep rates of postage in effect before 1845 (a typical laborer

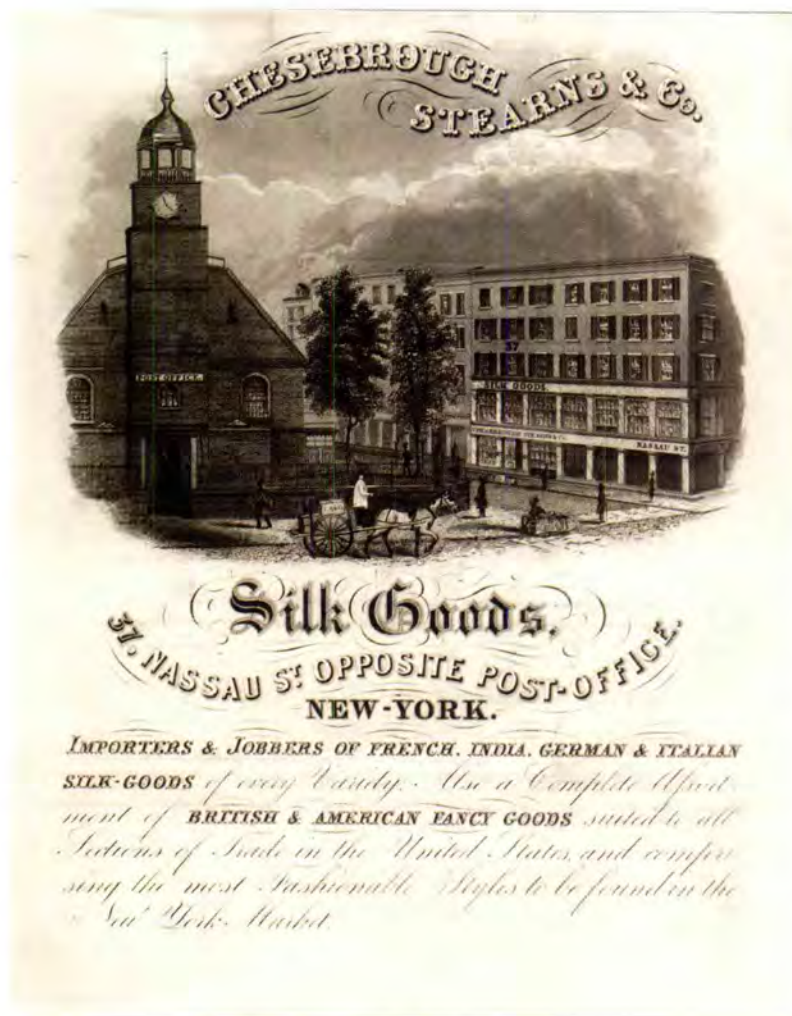


Figure 2.

earned perhaps \$2 per day), the use of an envelope would have been extravagant.

Although illustrated covers are quite rare before 1845, illustrated lettersheets were widely available in the first half of the nineteenth century. Some of these illustrations include eagles, ships and early versions of locomotives. The common bill of lading would often have a small illustration in the upper left-hand corner of the inside lettersheet.

Figure 3.



Illustrations that are more ornate include the Harrison campaign lettersheets of the 1840 Presidential election.

Figure 1 shows an illustration of "Gardiner's Improved Cotton and Hay Press." This elaborate print takes up most of the inside page of a stampless lettersheet, with a short letter datelined Washington, 1842 directly below it. The folded lettersheet was mailed to New York and has a red Washington City postmark and a (collect) rate marking of 18³/₄. Note the slave operating the press! (Author's collection)

The Postal Act of March 3, 1845 was the first step toward the wide availability of envelopes. Effective July 1, 1845, the act provided for the following rates:

For every single letter...conveyed under 300 miles, 5 cents; over 300 miles, 10 cents; double letter, double rates; treble letter, treble rates; quadruple letter, quadruple rates; and every letter or parcel not exceeding one-half ounce in weight shall be deemed a single letter, and every additional weight of one-half ounce or less shall be charged with an additional single postage.

This act spurred the use of envelopes in two ways. First, the lower rates of postage would allow businesses to correspond more frequently with their customers. Secondly, since the Act defined a single letter

as a letter not exceeding one-half ounce in weight (regardless of the number of sheets of paper), one or two sheets of paper could be sent within an envelope and still be charged at the single rate of postage.

Although the change in postal rules paved the way for the use of envelopes, their wide spread use did not take off immediately. People and businesses were still used to writing letters, folding them and applying sealing wax or a wafer. Most envelopes were imported from Europe for many years. The first envelope manufacturing machines were patented in the U.S. in 1848. In fact, gross sales for the U.S. envelope industry in 1849 were less than \$50,000.

The slow acceptance of envelopes is evidenced by the fact that most surviving items of postal history from the years 1845 to 1851 are folded letter sheets. Still,



Figure 4.



Figure 5.



Figure 6.

Figure 7.



Figure 8.



Figure 9.



there are some examples of illustrated advertising found on stampless envelopes of the 1845-51 period. Much more rare are examples of envelopes used with the 1847 issue along with any illustrations.

Then came the Act of March 3, 1851. Effective July 1, 1851, the postal charge for a single letter traveling no more than 3,000 miles was set at 3¢ if prepaid; 5¢ if paid on receipt. Charges for greater distances were double these rates. Again, any letter weighing no more than one-half ounce was deemed a single letter. So now, any business could send a letter (or a bill) to most of their clients for just 3¢ postage.

Overview of Printing Methods

Any discussion of illustrated covers would not be complete



Figure 10.

without some mention of the various printing techniques used in their production. In general, there were several different methods used to prepare illustrated covers and lettersheets:

Relief printing - In this method, the design on the printing base consists of raised areas, to which ink is applied. The print is created when pressure is put on the back of the paper and ink is transferred to the paper from the raised areas of the printing base.

Two forms of relief printing used in the 19th century were woodcuts and wood engraving. The woodcut technique is one of the oldest forms of relief printing, dating back to the ninth century in China and the fourteenth century in Europe. A woodcut is made using the soft side-grain or plank side of a block of wood. The design is either drawn or painted directly on the wood block or pasted on it. The area all around the

design is then cut away, with the raised ridges forming the black lines of the print.

Invented in the eighteenth century, wood engraving is a variation of the woodcut. Here, the wood is cut cross-grained rather than plank-wise, with the end-grain block used to produce work that is more intricate. Using a tool similar to an engraver's burin, the wood-engraver incises lines into the hard wood, rather than cutting away wood to leave lines exposed. In contrast to the woodcut method, wood engraving can produce very detailed prints. Note that, in spite of the term "engraving," the latter method is a relief printing process.

Intaglio printing (a recess printing process) - This labor-intensive and expensive process requires an engraver to cut a design into a stone or metal base. Ink is applied to the printing base, which is then wiped, leaving the surface (the non-printing areas) clean. Ink



Figure 11.



Figure 12.

is effectively held in the recessed areas and transferred to the damp paper by applying pressure through the back of the paper. This results in a very detailed printed design, which appears slightly raised above the surface of the paper.

Embossing is a form of intaglio printing. In this process, a design is first cut or etched into a plate. Then a second plate is made with the same design in relief (*i.e.*, with the design raised above the printing plate). The embossed design is produced when paper is placed between these two plates and they are put together under pressure, which forces the relief part of the second plate into the recessed portions of the first.

Lithography (a form of planographic printing)- This printing method relies on the chemical fact that oil and

water will not mix. It first involves the drawing of a design in greasy ink on a flat surface (generally a stone). The surface is then wetted with water or some ink repellent fluid that essentially confines the printing ink to the greasy lines of the design. The ink on the printing area is then transferred to the paper by pressure.

Printing of Illustrated Covers

When it comes to determining the printing method used to produce a particular illustration, there is a fair amount of controversy and misunderstanding among both collectors and dealers. For example, illustrations on covers are frequently referred to as engravings or woodcuts when, in many instances, they are neither.



Figure 13.

Part of the problem lies in semantics. When most collectors refer to engravings, they think of finely detailed prints made by the intaglio printing process, such as postage stamps and bank notes. In reality, relatively few illustrated covers and lettersheets were produced by intaglio printing, largely because of the high cost of this process. Still, Figure 2 is an example of a beautiful engraved illustrated lettersheet depicting the New York City post office (shown opposite the firm of Cheesebrough, Stearns & Co., dealer in silk goods). This illustrated circular, mailed from New York to Richmond, Virginia in 1847, is postmarked with a red New York 2 Cts. marking and a PAID cancel. (Author's collection).

While some of the earlier illustrated lettersheets may have been printed with woodcuts, this was not a practical method for printing large quantities of illustrated matter. As the production of a woodcut involved the cutting away of material around the design to be printed, the physical limitations of the wood allowed only for a relatively simple picture with clear outlines. Repeated printings would lead to the breaking and degradation of the relief lines. As a result, wood engraving became a more popular form of printing, as it produced illustrations that were much finer in detail than the cruder woodcut. In fact, wood engraving may have been the predominant form of printing used to illustrate books, catalogs, circulars, handbills and newspapers during much of the nineteenth century.

Figure 3 is a good example of a print made by wood engraving. Entitled "Intemperance is the Bane of Society," the intricate illustration shows both the perils of drinking and the virtues of intemperance. The scenes on the left side illustrate the horrors of drunkenness,

including fighting, trips to the pawn broker and, as seen in the upper left corner, the ultimate end on the gallows! On the right side, it illustrates the point that those who practice intemperance can look forward to a wonderful family life. The cover has a Bristol, NH datestamp and the 3¢ stamp is cancelled with a "PAID 3" in a circle. (Author's collection)

Another example of wood engraving is shown in Figure 4, an overall illustrated cover depicting a pump manufactory, with the 3¢ stamp tied by a Seneca Falls, NY CDS. Seneca Falls was an industrial community for many years and pump manufacturing was one of its chief industries. The first women's suffrage convention was held in Seneca Falls in 1848, featuring Elizabeth Cady Stanton. (Author's collection)

Invented in 1798, the lithographic process was an entirely new form of printing and was quickly put to commercial use. As a result of its low cost of production, lithography became a widely used process in the printing of illustrated envelopes. A good lithograph may look very much like an intaglio print and is sometimes mistakenly described as the latter in auction catalogs. The main difference between the two is that the lithographic design lies flat on the envelope while the intaglio design should show a raised effect, which can actually be felt in some instances. Careful examination under 10X magnification will also reveal the more raised and detailed lines of the intaglio printing.

Figure 5 shows a lithographed illustration of the stove and iron works of Chamberlain & Co. Close examination reveals a very finely detailed print, similar to an intaglio engraving. The correct determination of the printing method is aided by the notation "Gibsons, Lith." in very small letters at the lower left of the illustration. The 3¢



Figure 14.



Figure 15.

stamp is tied by a blue Cincinnati, Ohio datestamp. (Author's collection)

One of the most desirable types of illustrated covers is the cameo illustration. As opposed to a typical illustration that shows the detail with black lines against a white background, the cameo type is reversed—the positive image is white and the background is colored. Many cameos are found with embossed lettering and illustrations. This type of printing was widely used in the 1850s and is considered one of the classical forms of illustrated advertising. Cameo covers are highly sought after.

Figure 6 shows a superbly illustrated cameo cover, depicting the factories of William & Charles Crook. Part of the design is embossed, as well as the lettering. The cover is franked with a 3¢ red stamp, perfectly tied by a New Hope, PA datestamp. (Collection of D. Jarrett)

Collecting Illustrated Covers by Topic

Collectors often collect one or more specific topics or themes. These might include: products (such as guns, tools, agricultural implements, lighting fixtures, etc.), machinery, transportation (railroads, ships, wagons) or buildings (hotels, educational institutions, manufacturers).

Some of the most attractive illustrated covers reflect propaganda rather than commercial advertising. Propaganda covers include themes such as: Ocean Penny Postage; Intemperance and Anti-Slavery. These covers graphically reflected the social sentiments of many Americans at the time, although some of the designs originated in England.

A few examples:

Hotels

An elaborate design for the Virginia Hotel is shown in Figure 7, with a great view of the hotel, a wholesale clothing warehouse across the street and a picture of a seated woman in a cartouche displaying relevant hotel information. A black St. Louis CDS ties the 3¢ stamp. (Author's collection)

Figure 8 shows a blue cameo design for the Fuller House. This is a rare territorial usage of a cameo design; Minnesota became a state the following year. 3¢ stamp tied by St. Paul, Minn. Territory, 1857 CDS. (Collection of D. Jarrett)

Figure 9 shows a picture of the Farish House, a nice cameo design in blue of the hotel with a stagecoach in front. Stamp tied by a blue Charlottesville, VA CDS. (Collection of D. Jarrett)

Schools

A rare bronze cameo design for the Ophelton Female Seminary, with a picture of the school building is shown in Figure 10. The stamp is tied by an Easton, PA CDS. (Collection of D. Jarrett)

Figure 11 depicts the Williston Seminary of East Hampton, Massachusetts. Founded in 1841 by Samuel Williston, it later became the Williston Academy, a preparatory school for boys. It is now a co-ed prep school, the Williston Northampton School. 3¢ stamp tied by East Hampton CDS. (Author's collection)

Ships

The beautiful blue cameo design in Figure 12 shows an embossed ship, representing a lumber dealer, Jarvis

Johnson. The stamp is tied by a New York CDS. (Collection of J. Gabriel)

While the vast majority of illustrated covers of the 1851-57 period show usage of the 3¢ stamp, the cover in Figure 13 provides a very good example of the 1¢ stamp used to pay the local rate. This blue embossed cameo design for E. Smith, Engineer, depicts a steam ship. The stamp is tied by a red New York City Delivery handstamp. (Collection of J. Gabriel)

Propaganda

Figure 14 is a classic advertising cover calling for "Ocean Penny Postage." It shows an allover design including a slave, an Indian and sailing ships. It has a Boston CDS and a 3¢ stamp tied by a large black Boston "PAID" in grid cancel. (Collection of D. Jarrett)

A fine example of anti-slavery propaganda is shown in Figure 15, with a wonderful design in bronze showing slaves freed of their shackles. The 3¢ stamp is tied by a Ballardvale, Massachusetts CDS. (Collection of D. Jarrett)

Acknowledgments

I wish to thank Janos Gabriel and David Jarrett for their contributions of philatelic material illustrated in this article.

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Part VIIF.

Principal Transatlantic Mail Arrangements During the 1851-56 Period¹

by Dwayne O. Littauer

Virtually all transatlantic mail in the 1851-56 period went to or through England, France or the German states. This article will outline the principal mail arrangements with England, France or the German states that were in effect on July 1, 1851, as well as changes and developments that occurred during the next five years. Most of these arrangements will be illustrated with covers. While some of the covers were sent after the 1851-56 period, they illustrate rates that were in effect during that time.

The purpose of this article is to assemble and summarize in one place information on the conventions that carried most of the transatlantic mail during the 1851-56 period. It is hoped that this can be used as a handy road map for interpreting covers to and from England, France and Germany during this time period. Throughout the article are citations that are designed to point the reader to sources where more in depth information can be found.

At the time the first three 1851 stamps were issued, the United States had transatlantic mail conventions only with the free city of Bremen (June 1847) and Great Britain (December 1848). During the 1851-56 period, the United States entered into only one additional convention, with Prussia. Much of the mail to England, France and the German states still went all or part of its journey under conventions to which the United States was not a party or under non-convention arrangements.

I. 1848 United States-British Convention

Since so much of the transatlantic mail went to England as a final destination or through England to Europe or elsewhere, the logical starting point is with the state of mail relations between the United States and Great Britain in 1851.

A. Basic Rate and Credits

The United States-British Postal Convention was already in place when the 1851 issues appeared. The Convention was signed in London on December 15, 1848, and its provisions were proclaimed on February 15, 1849.² The basic letter rate until 1868 was 24¢ per ½ ounce. The Convention called for credits and debits between the two nations depending on whether the letter was paid or unpaid and whether it was carried by a British or American packet. Hargest summarized the basic rate break down and the credits and debits for a single rate letter as follows:³

	Rate	British Packet	American Packet	British Packet	American Packet
U.S. internal	5¢			5¢	5¢
Packet	16¢	16¢			16¢
British internal	3¢	3¢	3¢		
Total	1/- = 24¢				
U.S. credit to G.B. on prepaid letters posted in U.S. (red), or British debit to U.S. on unpaid letters posted in G.B. (black)		19¢	3¢		
British credit to U.S. on prepaid letters posted in G.B. (red), or U.S. debit to G.B. on unpaid letters posted in U.S. (black)				5¢	21¢

Application of the values on this chart can be illustrated by Figure 1, which is an envelope from Boston on January 7, 1857, to Strood, Kent, England. The 24¢ postage is prepaid by four 3¢ claret and two 1¢ Type II stamps from the 1851 issue. They are artistically affixed to a 10¢ green die 2 on white Nesbitt entire. It was carried on the British Cunard steamer *Europa* which



Figure 1. 1848 British Convention: 24¢ rate prepaid January 7, 1857, Boston to Strood, Kent, England. Carried New York to Liverpool on Cunard Europa. "19" credit in red to Great Britain marked at Boston represents 16¢ packet and 3¢ British internal.

sailed from New York on January 7, 1857, and arrived in Liverpool on January 18, 1857.⁴ The arrival is confirmed by the "AMERICA PAID LIVERPOOL" rimless marking. The letter reached London the next day as shown by the tombstone marking. According to the table above, the "19" credit in red to Great Britain, marked at Boston, represented 16¢ packet postage and 3¢ British internal postage.

½ ounce on April 1, 1855, there was no change in the United States portion under the Convention. Thus, throughout the period from July 1, 1851 to July 1, 1863, the total Convention rate to California and Oregon was 29¢ or 1 shilling 2½ pence up to ½ ounce.⁵ The rate breakdown, credits and debits on a ½ ounce letter

B. Rates to and from California and Oregon

Despite the domestic rate reduction to 3¢ per ½ ounce effective July 1, 1851, the United States portion under the Convention remained at 5¢ for the first ½ ounce. From July 1, 1851, to March 31, 1855, the United States rate to California was double the domestic rate, *i.e.*, 6¢ if prepaid, 10¢ if unpaid. On mail to and from California and Oregon, the United States portion under the Convention was 10¢. When the domestic rate to California and Oregon increased from 6¢ to 10¢ up to

	Rate	British Packet	American Packet	British Packet	American Packet
U.S. portion	10¢			10¢	10¢
Packet	16¢	16¢			16¢
British internal	3¢	3¢	3¢	—	—
Total	1/2½d = 29¢				
U.S. credit to G.B. on prepaid letters posted in U.S. (red), or British debit to U.S. on unpaid letters posted in G.B. (black)		19¢	3¢		
British credit to U.S. on prepaid letters posted in G.B. (red), or U.S. debit to G.B. on unpaid letters posted in U.S. (black)				10¢	26¢



Figure 2. 1848 British Convention: 29¢ rate prepaid October 1854 from San Francisco to London showing all three of the first 1851 issues. Faint strike of "VIA. NICARAGUA/IN ADVANCE OF THE MAILS/SULLIVAN". San Francisco to Nicaragua via Sierra Nevada. Nicaragua to New York via Northern Light. New York to Liverpool via Cunard Arabia. Stamps canceled in New York by red "19" credit marking, representing 16¢ packet and 3¢ British internal. U.S. retained 10¢ domestic. (Ex Kapiloff)

through the United States to and from California and Oregon are as shown in the table on the previous page:

Figure 2 is an October 1854 cover from San Francisco to London showing all three of the first 1851

issues. It went from San Francisco to New York via Nicaragua, and bears a very faint strike of the "VIA. NICARAGUA/IN ADVANCE OF THE MAILS/SULLIVAN" marking.⁶ Traces may be visible in the



Figure 3. Mail through Great Britain from a foreign country: unpaid from Madeira March 8, 1853, to Boston. Madeira to Southampton via Royal Mail Steam Packet Company Teviot. Liverpool to Boston via Cunard Niagara. 60¢ debit to U.S. (44¢ transit from Madeira to England plus 16¢ packet from England to U.S.). 65¢ due represents an added 5¢ for U.S. internal.

illustration under the "19." The letter was carried to Nicaragua on the *Sierra Nevada*, which sailed from San Francisco on October 24, 1854. It was then carried from Nicaragua on the *Northern Light*, which arrived in New York on November 14, 1854.⁷ The letter was then transferred to the Cunard *Arabia*, which sailed from New York on November 15, 1854, and arrived in Liverpool on November 26, 1854. The letter was prepaid 29¢ with a pair of the 1851 1¢ Type IV, a single 1851 3¢ dull red and a pair of the 1851 12¢. The stamps were canceled in New York by the red "19" credit marking, which represented 16¢ packet postage and 3¢ British internal postage. The United States retained the 10¢ domestic postage.

C. Rates through Britain to and From Foreign Countries and British Colonies

The Convention provided that mail could be sent through Great Britain to or from a third country. Likewise, mail could be sent through the United States to or from a third country. The postage for transit to or from the third country was to be the same as that which the through country would charge to its citizens on mail to or from that third country.⁸ Thus, on mail from the United States via Great Britain to foreign countries or British colonies, postage equal to the amount Great Britain charged its subjects for mail to or from those colonies or countries would be added to the United

States internal and sea postage to arrive at a total rate.

Figure 3 illustrates mail through Great Britain from a foreign country. It is a letter from Madeira on March 8, 1853, to Boston. It was carried by the Royal Mail Steam Packet Company *Teviot*, which sailed from Madeira on March 9, 1853, and arrived at Southampton on March 16, 1853. It was then put aboard the Cunard *Niagara*, which sailed from Liverpool on March 19, 1853, and arrived in Boston on April 1, 1853. The British rate to Madeira was 1 shilling 10 pence⁹ or 44¢ up to ½ ounce. When added to the 16¢ packet fee and the 5¢ United States internal, the total rate was 65¢. Since a British packet carried it, the debit to the United States was 60¢ (44¢ transit from Madeira to England plus 16¢ packet from England to the United States). Of the 65¢ collected from the recipient, the United States retained only the 5¢ United States internal postage.

D. Rates through the United States to and From Foreign Countries

A common example of mail sent through the United States to or from a third country is mail between Great Britain and Cuba via the United States. Since the United States had no mail convention with Cuba, the 10¢ per ½ ounce steamship fee was the rate generally charged by the United States (the through country) for mail to and from Cuba.¹⁰ As with mail to and from California, the 10¢ steamship rate was added to the packet and British



Figure 4. 29¢ or 1 shilling 2½ pence rate to Britain via U.S. by British packet: Envelope's origin not indicated. New York "STEAMSHIP/10" served as debit to Great Britain for 10¢ steamship fee to U.S. New York to Liverpool via Cunard Asia. Rated 1 shilling 2½ pence (29¢) due (10¢ steamship, 16¢ packet, and 3¢ British internal).



Figure 5. 29¢ or 1 shilling 2½ pence rate from Cuba to Britain via U.S. by American packet: Santiago de Cuba March 28, 1859, to Edinburgh, Scotland. Forwarded in Havana by R. Morrison & Co New York exchange office applied "NEW-YORK/APR. 16/AM. PKT." backstamp and "26" as debit to Britain, representing 10¢ steamship fee from Cuba to U.S. plus 16¢ packet. New York to Southampton via North German Lloyd New York. 1 shilling 2½ pence (29¢) due (10¢ steamship, 16¢ packet, and 3¢ British internal).



Figure 6. British open mail paid to New York: Sydney, New South Wales, January 22, 1857, to Petersburg, Virginia. From Sydney via Oneida, first European and Australian Royal Mail Company (E&A) voyage from Australia. Oneida broke down, and at King George's Sound, mails transferred to E&A European to Suez. Alexandria to Southampton via E&A Etna. Liverpool to New York via Cunard Arabia. Double rate of 2 shillings 4 pence represented 1 shilling New South Wales to England plus 1 shilling 4 pence (shown as "1/4" credit to Britain), for double packet rate from England to U.S. 10¢ double U.S. internal due shown by "10/N.YORK BR. PKT."



Figure 7. Mail direct to Havre: 20¢ for U.S. internal and sea paid by all 1851 issues. New York October 18, 1851, to Lyons, France. New York to Havre via Havre Line Humboldt Havre applied "OUTRE-MER/LE HAVRE". 12 decimes (120 centimes) due, for double the 60 centime private ship rate (since addressed to other than port of departure). (Lot 63, Siegel sale 799).

internal rates to arrive at a total postage of 29¢ up to ½ ounce. The same rates and credits apply on mail to and from Cuba as to mail to and from California and Oregon, discussed earlier in this article. On mail through the United States to destinations other than Cuba, the 10¢ United States portion in the table would have to be changed to 20¢ if the distance carried was over 2,500 miles.

Figures 4 and 5 illustrate the basic 29¢ or 1 shilling 2½ pence up to ½ ounce rate from Cuba to Britain via the United States. Figure 4 is an envelope that does not indicate its origin, but probably was sent from Cuba. It went through New York to London by a British packet across the Atlantic. It likely was carried from Havana to New York on the United States Mail Steamship Company *El Dorado*, which sailed from Havana April 1, 1853, and arrived in New York on April 6, 1853. New York applied the handstamp "STEAMSHIP/10," which served as the debit to Great Britain for the 10¢ steamship fee from Cuba to the United States. The letter has no United States exchange office marking, but from the London receiving backstamp it can be determined that the letter was carried by the Cunard *Asia*, which sailed from New York on April 6, 1853, and arrived in Liverpool on April 17, 1853. The letter reached London the next day and was rated 1 shilling 2½ pence postage due.

Figure 5 shows a similar use carried by an American packet across the Atlantic. The folded letter is from Santiago de Cuba March 28, 1859, to Edinburgh, Scotland. A backstamp indicates that the letter was forwarded in Havana by R. Morrison & Co. On its arrival in New York, the exchange office applied its handstamp "26" as the debit to Britain. This represented the 10¢ steamship fee from Cuba to the United States plus the 16¢ packet fee. The exchange office also struck on the back "NEW-YORK/APR. 16/AM. PKT." It placed the letter on the North German Lloyd *New York*, which sailed from New York on April 16, 1859, and arrived in Southampton on April 30, 1859. The letter reached London on May 1, 1859, and Edinburgh on May 2, 1859, where 1 shilling 2½ pence postage due was collected.

E. Open Mail Rates

Under Article III of the Convention, mail between the United States and Great Britain could be sent prepaid or unpaid, but partial payment was not to be permitted.¹¹ Nevertheless, Article XI of the Convention established rules for what has been called "open mail," which in effect allowed certain partial prepayments. This Article permitted either country to deliver mail intended to pass in transit through that country free of all postage, whether packet or internal.¹²



Figure 8. Mail direct from Havre: Havre December 17, 1856, to New York via Havre Line Fulton. 60 centimes prepaid for double private ship rate from port of departure. 20¢ due for U.S. internal and sea shown by "20/N.YORK AM. PKT."

Under these rules, if a letter was sent from the United States by a British packet, the sender paid only the 5¢ United States internal. The recipient paid the balance of the postage to carry the letter to its destination (*i.e.*, the packet postage and the British transit postage). In this case, the payment of the United States portion allowed the letter to arrive at the British postal system (British ship in the United States harbor) free of postage. On the other hand, if the letter was sent by an American packet, the sender paid 21¢, which represented 5¢ United States internal and 16¢ packet postage. The letter arrived at the British postal system free of postage. The recipient paid the balance of the postage to carry the letter to its destination (*i.e.*, the British transit postage).

Likewise, letters coming into the United States could be paid to New York or Boston if a British packet carried the letter (with 5¢ due in the United States) and to the British port of departure, if an American packet carried the letter (with 21¢ due in the United States).

The following table summarizes the open mail rates charged in the United States for letters carried by American and British packets:

	American Packet	British Packet
U.S. internal	5¢	5¢
Packet	16¢	—
Open mail rates	21¢	5¢

Figure 6 shows an example of an incoming letter conveyed by a British packet and paid to New York, the United States port of arrival. The letter is from Sydney, New South Wales, January 22, 1857, to Petersburg, Virginia. It was carried on the first European and Australian Royal Mail Company (the "E&A Line") voyage from Australia.¹³ The *E&A Oneida* sailed from Sydney on January 23, 1857. The *Oneida* broke its soleplate & crank 400 miles north of Cape Leuwin and returned to King George's Sound (Western Australia), where the mails were transferred to the *European*, which was the E&A Line's third sailing from Sydney. The *European* sailed from King George's Sound on March 21, 1857, and arrived at Suez on April 19, 1857. The mails were carried to Alexandria and placed aboard the *Etna* of the E&A Line, which sailed from Alexandria on April 25, 1857, and arrived in Southampton on May 8, 1857. Finally, the letter was placed on the *Cunard Arabia*, which sailed from Liverpool on May 16, 1857, and arrived in New York on May 28, 1857, after over 4 months of transit! The letter was a double rate since it weighed over ½ ounce and less than 1 ounce. The postage of 2 shillings 4 pence was paid by two 1856 2 pence and two 1854 1shilling adhesives, which paid the letter to the United States shore. The postage for transit from New South Wales to England was 1shilling, double the 6 pence per ½ ounce rate.¹⁴ This 1 shilling was retained by New South Wales. The balance of the 2

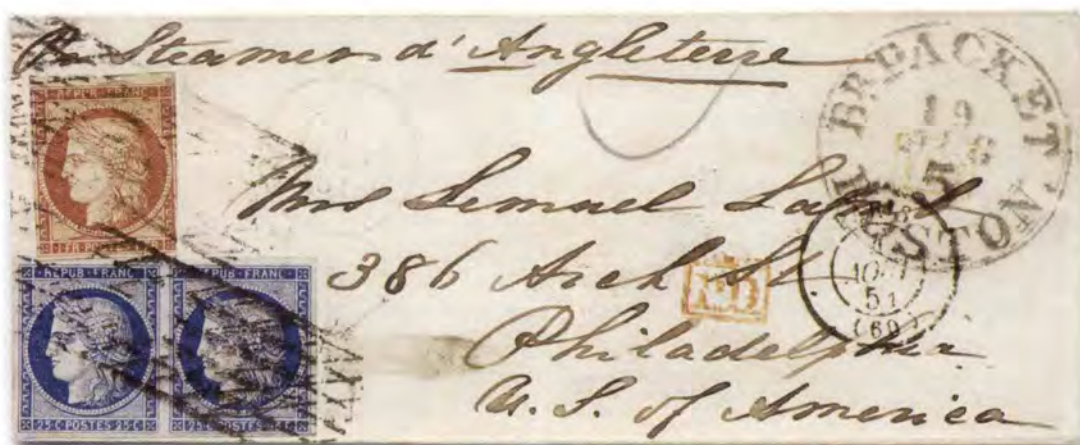


Figure 9. 1843 Anglo-French Convention, then open mail by British Packet: Paris August 4, 1851, to Philadelphia. Prepaid 15 decimes (5 decimes French plus 10 decimes British and packet). Liverpool to Boston via Cunard Canada 5¢ U.S. internal due shown by "BR. PKT./5/BOSTON."

shilling 4 pence prepayment was credited to England as indicated by the manuscript "1/4". This 1 shilling 4 pence credit to Britain was for double the sea postage from England to the United States (double the 16¢ rate), thereby paying the rate to the United States shore. New York struck its "10/N.YORK BR. PKT." exchange office marking indicating the due postage. Thus, the recipient paid only 10¢, double the United States internal postage under the Convention.

II. French Arrangements

The United States had no mail convention with France in July 1851, and, in fact, a convention was not concluded until March 1857, effective April 1857. In the 1851-56 period, therefore, mail to France was generally sent either directly to Havre via the New York & Havre Steam Navigation Company (the "Havre Line") or through England, under the 1848 United States-British Convention outlined above and the 1843 Anglo-French Convention.



Figure 10. 1843 Anglo-French Convention, then open mail by American packet: Paris October 6, 1851, to Philadelphia. Prepaid 15 decimes (5 decimes French plus 10 decimes British and packet). Havre applied "BUREAU MARITIME/HAVRE" and forwarded letter to Southampton. Did not enter the British mails; handed directly to Ocean Line agents. Southampton to New York via Hermann. New York rated letter due 21¢, representing 5¢ U.S. internal and 16¢ packet. Packet postage charged by both France and U.S.

A. Mail Direct to Havre

The United States Postmaster General awarded a contract to the Havre Line, which began a service in 1850 between New York and Havre, touching at Cowes each way.¹⁵ Since the United States and France had no postal convention, the sender or recipient in the United States had to pay the United States internal and packet postage. This was either 5¢ or 10¢ depending on the distance to New York, plus 24¢ packet postage. With the introduction of the new domestic rates on July 1, 1851, a combined sea and United States internal rate of 20¢ per ½ ounce to or from anywhere in the United States replaced the prior rates of 24¢, 29¢ or 34¢. The recipient or sender in France paid a private ship rate of 30 centimes per 7½ grams if posted in or addressed to the port of arrival or departure (in this case Havre) or 60 centimes per 7½ grams if posted in or addressed to another part of France.¹⁶ These rates are summarized in the following table:

	French private ship rate per 7½ gr. addressed to:		
	U.S.	Port	Elsewhere
	& Sea	of arrival	
Paid in the U.S.	20¢		
Paid in France		30 centimes	60 centimes

Figure 7 shows a cover correctly prepaying the United States 20¢ rate with all of the 1851 issues (a 12¢ single with pairs of the 1¢ Type II and of the 3¢ orange brown). This paid the United States internal and sea postage. The letter was sent from New York to Lyons, France, and was carried by the Havre Line *Humboldt*, which sailed from New York on October 18, 1851 and arrived in Havre on November 1, 1851, where Havre applied its "OUTRE-MER/LE HAVRE" marking. Since it is addressed to other than the port of arrival, the 60 centime private ship rate applied. However, the letter weighed between 7½ and 15 grams and was rated as a double letter. It was marked due 12 decimes (120 centimes).

Figure 8 shows an incoming letter from Havre to New York. Since it was sent from Havre, the port of departure, a 30 centime rate applied. The letter weighed between 7½ and 15 grams, so double this rate, or 60 centimes was prepaid by three of the 1854 20 centime Napoleon III issues. The letter was carried by the Havre Line *Fulton*, which sailed from Havre on December 17, 1856 and arrived in New York on December 31, 1856. New York applied its "20/N.YORK AM. PKT." marking to rate the cover 20¢ due for United States internal and sea postage. This marking also showed the letter arrived by an American Packet since the Havre Line was under contract with the United States.



Figure 11. 1843 Anglo-French Convention, then open mail by British packet: Paris June 16, 1853, to Newport, Rhode Island. Prepaid 13 decimes (5 decimes French, 3 decimes British, and 5 decimes packet). Liverpool to New York via Cunard Africa. 5¢ U.S. internal due shown by "5/N.YORK BR. PKT."



Figure 12. 1843 Anglo-French Convention, then open mail by American packet: Paris June 25, 1855, to Baltimore. Prepaid 8 decimes (5 decimes French, 3 decimes British). Liverpool to New York via Collins Line Baltic. 21¢ due indicated by "21/N.YORK AM. PKT.", representing 16¢ packet plus 5¢ U.S. internal. Marked "P.D." even though paid only to Great Britain.

B. 1843 Anglo-French Convention

Most of the mail to France during this period passed through England. While the United States had no postal convention with France, Great Britain did. Thus, mail to and from France during this period was generally sent under the 5¢ and 21¢ open mail rates, by British or American packets, respectively, which are described earlier in the article.

1. 15 Decime Rate and Double Sea Postage

Under the 1843 Anglo-French Convention, the sender or recipient in France paid 15 decimes per 7½ grams. This represented 10 decimes packet and British transit¹⁷ plus 5 decimes French internal postage.¹⁸ The full 10 decime amount was charged or payable in France even if the letter was carried by an American packet. This resulted in a double charge for transatlantic service since Americans paid for sea service twice on open mail carried on American packets.¹⁹ This double packet payment is shown by the following chart:

	British Packet	American Packet
French internal	5 decimes	5 decimes
Packet & British	10 decimes	10 decimes
Packet		16¢
U.S. internal	5¢	5¢
Totals	15 decimes 5¢	15 decimes 21¢

Figures 9 and 10 illustrate two 1851 letters showing these rates. Both covers are from Paris, France to Philadelphia and both are prepaid 15 decimes by a 1 franc and two 25 centime stamps of France's first issue. The 15 decimes represented 5 decimes French plus 10 decimes British transit and packet postage. Neither cover bears British markings since beginning May 1, 1851 all mail from France to the United States via England was sent in a closed mail bag through England.²⁰

Figure 9 was carried by a British packet. It was postmarked Paris August 4, 1851, and was carried by the Cunard *Canada*, which sailed from Liverpool on August 9, 1851 and arrived in Boston on August 19, 1851. Boston applied its "BR. PKT./5/BOSTON" exchange office marking to rate the cover due 5¢. This covered the United States internal postage for an open mail letter carried by a British packet under the United States-British Convention.

Figure 10 was carried by an American packet. It was postmarked Paris October 6, 1851. The letter was sent to Havre, which applied "BUREAU MARITIME/HAVRE" and forwarded the letter to Southampton. It did not enter the British mails but was handed directly to the agents of the Ocean Steam Navigation Line ("Ocean Line"). The letter was then carried by the Ocean Line *Hermann*, which sailed from Southampton on October 8, 1851 and arrived in New York on October 23, 1851. As an open mail letter, New York rated the letter due 21¢, representing 5¢ United States internal



Figure 13. Open mail by British packet, then by 1843 Anglo-French Convention: Toppan-Carpenter correspondence. Philadelphia June 6, 1853, to Paris. 5¢ prepaid for U.S. internal. Liverpool to Boston via Cunard Europa Paris foreign office marked "ÉTATS-UNIS PAQ. BRIT./PARIS" in red and rated 13 decimes due (5 decimes French, 3 decimes British, and 5 decimes packet). Remained June 21, 1853, to Berlin. Octagonal "Trouvé à la Boîte" (found in the box) applied in Paris. Prussia rated letter due 9½ silbergroschen.

postage and 16¢ for a second packet fee.²¹ Thus, even though the Ocean Line was under contract to the United States, packet postage was charged by both France and the United States.

2. Rate Reduction and Elimination of Double Sea Postage

The practice of charging double sea postage on letters carried by American packets was to be discontinued according to an announcement on September 1, 1851, and the rate on letters carried by American packets was to be reduced from 15 decimes to 8 decimes per 7½ grams.²² Three months later, effective December 1, 1851, the British transit and packet postage were officially reduced to 8 decimes per 7½ grams, resulting in a total payment or collection in France of 13 decimes per 7½ grams.²³ This elimination of the double packet payment on letters carried by an American packets and the new 13 decime rate is shown by the following chart:

	British Packet	American Packet
French internal	5 decimes	5 decimes
British transit	3 decimes	3 decimes
Packet	5 decimes	16¢
U.S. internal	5¢	5¢
Totals	13 decimes 5¢	8 decimes 21¢

Figures 11 and 12 show this rate reduction and the elimination of the double packet charge on open mail letters by American packets. Figure 11 was carried by a British packet. It was sent from Paris on June 16, 1853 to Newport, Rhode Island. The 13 decime rate was prepaid by a 1 franc and a pair of the 15 centime stamps from France's first issue. The 13 decimes represented 5 decimes French, 3 decimes British transit and 5 decimes packet postage. It was carried by the Cunard *Africa*, which sailed from Liverpool on June 18, 1853 and arrived in New York on June 30, 1853. New York applied its "5/N.YORK BR. PKT." exchange office marking to rate the letter due 5¢ for the United States internal postage.

Figure 12 was carried by an American packet. It was sent from Paris on June 25, 1855, to Baltimore. The letter was prepaid 8 decimes by an 80 centime lake adhesive from the 1854 Napoleon III issue. This paid only the 5 decimes French internal and the 3 decimes British transit, but not the packet postage, since the letter was to be carried by an American packet. It was conveyed by the Collins Line *Baltic*, which sailed from Liverpool on July 28, 1855 and arrived in New York on August 8, 1855. Since the Collins line was under contract to the United States, New York applied its "21/N.YORK AM. PKT." exchange office marking, indicating that 21¢ was due. This represented 16¢ packet postage plus 5¢ United States internal postage. It is interesting that this

cover is marked "P.D.," even though it was paid only to Great Britain.

Figures 13 and 14 illustrate these rates on two 1853 letters from the United States to France. They are from the correspondence of Samuel H. Carpenter to Charles Toppan, while Toppan was traveling in Europe. They were partners of the firm which printed the United States 1851 issues.

Figure 13 is a folded letter that was carried by a British packet and was prepaid 5¢ for United States internal postage under the open mail provisions of the United States-British Convention. It was paid by two 1851 1¢ Type IV stamps and a single 1851 3¢ dull red. The letter was sent from Philadelphia to Paris on June 6, 1853. It was placed on the Cunard *Europa*, which sailed from Boston on June 8, 1853 and arrived in Liverpool on June 18, 1853. The Paris foreign office marked the letter "ÉTATS-UNIS PAQ. BRIT./PARIS" in red and rated it 13 decimes due. This represented 5 decimes French, 3 decimes British transit and 5 decimes packet postage. Evidently, Toppan had already left Paris, and the letter was remailed in a letter box to Berlin on June 21, 1853. The octagonal boxed marking "Trouvé à la Boîte" (found in the box) was applied in Paris. The 13 decime due marking was crossed out and in Prussia the letter was rated due 9½ silbergroschen.

Figure 14, a folded letter from the same correspondence, was carried by an American packet and was prepaid 21¢ with an 1851 12¢ single and a strip of three of the 1851 3¢ dull red. The 21¢ represented 5¢ United States internal postage and 16¢ packet postage. The letter was sent from New York on June 11, 1853, to Paris. The letter was placed on the Collins Line *Atlantic*, which sailed from New York on June 11, 1853 and arrived in Liverpool on June 21, 1853. The traveling Calais post office marked the letter "ÉTATS-UNIS PAQ.AM./B.A.CALAIS." The numerals "8 5" indicate that the letter weighed 8½ grams. It therefore was a double letter in France and was rated 16 decimes due. This represented double the 3 decime British transit plus double the 5 decime French internal rate. Toppan had already left Paris, and the letter was remailed in a letter box to Berlin. The octagonal boxed marking "Trouvé à la Boîte" (found in the box) was again applied in Paris. The 16 decime due marking was crossed out and in Prussia the letter was rated due 12¾ silbergroschen.

Figure 15 was also sent by an American packet. It is a folded letter sent from Philadelphia on November 21, 1851 through France to Nürnberg, Bavaria. The letter was prepaid 21¢ by a strip of three and a strip of four of the 1851 3¢ orange red. This represented 5¢ United States internal postage plus 16¢ packet postage. It was



Figure 14. Open mail by American packet, then by 1843 Anglo-French Convention: Toppan-Carpenter correspondence. New York June 11, 1853, to Paris. Prepaid 21¢ (5¢ U.S. internal plus 16¢ packet). New York to Liverpool via Collins Line *Atlantic*. Traveling Calais post office applied "ÉTATS-UNIS PAQ.AM./B.A.CALAIS". "8 5" indicates letter weighed 8½ grams, making it a double letter in France. Rated 16 decimes due for double the 3 decimes British transit plus 5 decimes French internal. Remailled to Berlin. Octagonal "Trouvé à la Boîte" (found in the box) applied in Paris. Prussia rated letter due 12¾ silbergroschen.



Figure 15. Open mail by American packet, then by 1843 Anglo-French Convention: Philadelphia November 21, 1851, to Nürnberg, Bavaria. Prepaid 21¢, representing 5¢ U.S. internal plus 16¢ packet. New York to Liverpool via Collins Line *Baltic*. Traveling Calais post office marked "ÉTATS-UNIS. PAQ.AM/B.A.CALAIS". Würzburg, Bavaria foreign mail office applied "WÜRZBURG/AUSLAGE." Due postage for over ½ loth was 1 gulden 30 kreuzer (90 kreuzer), double 45 kreuzer rate.

carried by the Collins Line *Baltic*, which sailed from New York on November 23, 1851 and arrived in Liverpool on December 4, 1851. The letter entered France at Calais, and the traveling Calais post office marked the letter "ÉTATS-UNIS. PAQ.AM/B.A.CALAIS." In Bavaria, the Würzburg foreign mail office applied the "WÜRZBURG/AUSLAGE" handstamp. Since the letter weighed over ½ loth,²⁴ the due postage was 1 gulden 30 kreuzer (90 kreuzer), which is double the 45 kreuzer per ½ loth rate.²⁵

III. German Arrangements

The first United States international postal convention with a European government was with the free city of Bremen in 1847. Nevertheless, because of the more frequent sailings to England, during the 1851-56 period, some of the mail to Germany continued to be sent as open mail via England.

A. Open Mail Through England

As with mail to France via England, mail to Germany via England was sent in the British open mail. From

Great Britain, a letter could go on to the German states under one of several conventions into which Great Britain had entered. This section will describe England's arrangements with Bremen and Prussia during this period.

1. 1841 Anglo-Bremen Convention

Mail sent in the British open mails could be sent to Germany under the 1841 Anglo-Bremen Convention. Mail under this Convention went to or from London via Cuxhaven, via Hamburg or directly to Bremerhaven. The Convention established a rate per ½ ounce for direct sea conveyance of 6 pence (which was equated to 12 Bremen grote or 5 silbergroschen) plus a rate for transit between Cuxhaven or Bremerhaven and Bremen of 4 grote (which was equated to 2 pence).²⁶ For letters through England or Bremen to third countries, the postage was increased by the rate Britain or Bremen (as applicable) otherwise charged for mail to or from the third country. After the German rate simplification under the July 1, 1850 German-Austrian Postal Union, Bremen stopped collecting a separate charge for transit between Cuxhaven or Bremerhaven and Bremen.



Figure 16. 1841 Anglo-Bremen Convention: Philadelphia March 6, 1851, to Brunswick. "PHILA./24 Cts./PAID" re-rated to 5¢, indicating prepayment for U.S. internal under open mail rates. Boston to Liverpool via Cunard Europa In London, sent under 1841 Anglo-Bremen Convention. 11 1/3 crayon marking is due postage in gutegroschen. "9 4/12 ENGLAND ÜBER BREMEN" struck in Bremen as debit to Hannover for gutegroschen equivalent of 1 shilling 2 pence, the manuscript debit from Britain to Bremen (8 pence packet plus 6 pence Britain-Bremen transit).

Applying these provisions, in 1851, an open mail letter from the United States that was prepaid 5¢ for British packet would be charged 8 pence ($6\frac{3}{4}$ silbergroschen) packet plus 6 pence (5 silbergroschen) transit from Britain to Bremen for a total of 1 shilling 2 pence ($11\frac{1}{4}$ silbergroschen).²⁷ To this was added the German internal postage. The basic rates in 1851 are summarized in the following table:

U.S. internal	5¢	
Packet	8 pence	$6\frac{3}{4}$ sgr.
Britain-Bremen		
transit	6 pence	5 sgr.
Totals	5¢ 14 pence = 1/2d	$11\frac{1}{4}$ sgr.

Figure 16 is a letter from Philadelphia on March 6, 1851 to Brunswick. The 5¢ open mail rate for British packet was prepaid in cash. This is indicated by a "PHILA./24 Cts./PAID" handstamp on which the 24¢ was re-rated to 5¢.²⁸ It was carried on the Cunard *Europa*, which sailed from Boston on March 12, 1851, and arrived in Liverpool on March 23, 1851. In London, the letter was placed in the mails for Bremen under the 1841 Anglo-Bremen Convention. The 11 1/3 crayon marking is the due postage in gutegroschen. The "9 4/12 ENGLAND ÜBER BREMEN" marking was struck in Bremen as a debit to Hannover for what is the gutegroschen equivalent of 1 shilling 2 pence, which

amount is written in manuscript as a debit from Britain to Bremen.²⁹

2. Anglo-Prussian Convention

London could also send open mail from the United States that was addressed to Germany under the Anglo-Prussian Convention. This Convention was concluded in 1846. During the 1851-56 period this Convention was amended (in 1852), which resulted in a rate reduction.

a. 1846 Anglo-Prussian Convention

Under the 1846 Convention, an open mail letter from the United States prepaid 5¢ for British packet would be charged 1 shilling 8 pence: 8 pence ($6\frac{3}{4}$ silbergroschen) packet fee, 6 pence (5 silbergroschen) British internal, 2 pence ($1\frac{2}{3}$ silbergroschen) for transit through Belgium, the Netherlands or Hamburg, and 4 pence ($3\frac{1}{3}$ silbergroschen) Prussian internal. This rate was per $\frac{1}{2}$ ounce, except that if the transit was through Belgium, the Belgian transit portion only was computed on a $\frac{1}{4}$ ounce progression.³⁰ This breakdown is summarized in the following table:



Figure 17. 1846 Anglo-Prussian Convention: New Orleans January 8, 1852, to Frankfurt am Main. 5¢ open mail rate prepaid for U.S. internal. New York to Liverpool via Cunard Africa Prussia applied "SEEBRIEF PER ENGLAND UND AACHEN/*" in Aachen. Thurn und Taxis applied "AUS AMERIKA/UEBER PREUSSEN" in Frankfurt. Weighed between $\frac{1}{4}$ and $\frac{1}{2}$ ounce. 1 shilling 6 pence British debit to Prussia, representing 8 pence packet, 6 pence British, and 4 pence double rate for transit through Belgium. With added Thurn und Taxis charge, total due 62 kreuzer or 1 gulden 2 kreuzer.

U.S. internal	5¢	
Packet	8 pence	6 $\frac{3}{4}$ sgr.
British internal	6 pence	5 sgr.
Belgian transit	2 pence	1 $\frac{2}{3}$ sgr.
Prussian internal	4 pence	3 $\frac{1}{3}$ sgr.
Totals	5¢ 20 pence = 1/8d	16 $\frac{3}{4}$ sgr.

Figure 17 illustrates a letter sent under the 1846 Anglo-Prussian Convention from New Orleans on January 8, 1852 to Frankfurt am Main. The 5¢ open mail rate by a British packet was paid by a pair of the 1851 1¢ issue (Type II, from Plate One Early) and a single of the 1851 3¢ orange brown (position 91L1). The letter was sent on the Cunard *Africa*, which sailed from New York on January 14, 1852 and arrived in Liverpool on January 25, 1852. Since the letter was endorsed via Ostend, London sent it under the Anglo-Prussian Convention. Prussia applied a "SEEBRIEF PER ENGLAND UND AACHEN/*" double circle backstamp in Aachen. Thurn und Taxis applied its black straight line "AUS AMERIKA/UEBER PREUSSEN" in Frankfurt. Since the letter weighed between $\frac{1}{4}$ and $\frac{1}{2}$ ounce, Britain marked in manuscript a 1 shilling 6 pence debit to Prussia. This represented the 8 pence packet, the 6 pence British and 4 pence double rate for transit

through Belgium. To this was added a Thurn und Taxis charge and the total postage due was 62 kreuzer, or 1 gulden 2 kreuzer, in the currency of the southern German states.

b. 1852 Anglo-Prussian Convention

Rates under the Anglo-Prussian Convention were reduced effective August 1, 1852. Under the 1852 Convention, an open mail letter from the United States prepaid 5¢ for British packet would be charged for a single letter ($\frac{1}{2}$ ounce in England or 1 zoll loth in Prussia) 1 shilling 4 pence: 8 pence (6 $\frac{3}{4}$ silbergroschen) packet fee, 3 $\frac{1}{2}$ pence (3 silbergroschen) British internal, 1 silbergroschen for transit through Belgium (split half by Britain and half by Prussia) and 3 silbergroschen (3 $\frac{1}{2}$ pence) Prussian internal.³¹ Apparently, Belgian transit was no longer computed on a $\frac{1}{4}$ ounce progression. These new rates are summarized in the following table:



Figure 18. 1852 Anglo-Prussian Convention: Norwich, Connecticut August 26, 1856 to Hamburg. 5¢ open mail rate prepaid for U.S. internal. Boston to Liverpool via Cunard Canada. London debited Prussia 1 shilling, representing 8 pence packet, 3½ pence British, and ½ pence Belgian transit. 19 Hamburg schilling postage due indicated in crayon.

U.S. internal	5¢	
Packet	8 pence	6¾ sgr.
British internal	3½ pence	3 sgr.
Belgian transit		
(Br. part)	½ pence	½ sgr.
Belgian transit		
(Pr. part)	½ pence	½ sgr.
Prussian internal	3½ pence	3 sgr.
Totals	5¢ 16 pence = 1/4d	13¾ sgr.

Figure 18 is a folded letter from Norwich, Connecticut on August 26, 1856 to Hamburg. The 5¢ open mail rate by a British packet was paid by a pair of the 1851 1¢ Type II and a single 1851 3¢ dull red. The letter was sent on the Cunard *Canada*, which sailed from Boston on August 27, 1856 and arrived in Liverpool on September 7, 1856. London placed the letter in the mails for the Anglo-Prussian Convention and 1 shilling was marked in manuscript. This was a debit to Prussia for the 8 pence sea postage, 3½ pence British internal and ½ pence Belgian transit. The postage due was 19 Hamburg schilling, and this latter amount is indicated in crayon.

B. United States-Bremen Convention

In 1847, the United States and Bremen entered into a postal convention, which was the first international mail convention with a European power. The 1851 issues coincided with a decrease in the rates under the Bremen Convention.

1. 1847 United States-Bremen Convention

As described earlier in connection with rates to France, when the new domestic rates were introduced on July 1, 1851 a simple 20¢ per ½ ounce sea and United States internal rate from anywhere in the United States was introduced. This simple 20¢ rate replaced the prior rates of 24¢, 29¢ or 34¢, which were based on the distance within the United States plus sea postage. To this 20¢ rate was added the internal German postage, which differed depending on the destination within Germany.³² Part payment of the 20¢ rate was not permitted.³³ This rate structure was in place only until 1853, when the Bremen convention was revised.

Figure 19 shows a cover from Philadelphia March 5, 1852, to Bartenstein, Württemberg. The octagonal Philadelphia marking indicates that 5¢ was paid in cash, presumable for the open mail rate by a British packet. The next Cunard sailing would have been the *Africa* on



Figure 19. 1847 Bremen Convention: Philadelphia March 5, 1852, to Bartenstein, Württemberg. New York exchange office disregarded 5¢ prepayment, applied 20¢ debit to Bremen for U.S. internal and the sea postage. Bremen closed mail through England via Collins Baltic, from New York to Liverpool. Bremen applied "AMERICA ÜBER BREMEN 33/9." 33 kreuzer represents 20¢ rate and 9 kreuzer was German internal postage. Total due of 42 kreuzer, shown in manuscript.

March 10, 1852, but the letter was not endorsed for this steamer. The letter was in time for an earlier sailing, the Collins Line *Baltic*, an American packet, on March 6, 1852. The 5¢ prepayment was not sufficient for the 21¢ open mail rate by an American packet. However, the *Baltic* was also to carry closed mails through England under the Bremen Convention (since there was no scheduled Ocean Line sailing).³⁴ Part payment of the 20¢ rate was not permitted under the Bremen Convention. The New York exchange office therefore disregarded the prepayment and instead applied, over the 5¢ Philadelphia marking, a 20¢ debit to Bremen (for both the United States internal and the sea postage).³⁵ The *Baltic* arrived in Liverpool on March 19, 1852. London forwarded the closed bag of letters to Bremen where the "AMERICA ÜBER BREMEN 33/9" marking was applied. The 20¢ rate was equated to 9½ silbergroschen and to the 33 kreuzer that appears in the numerator of the handstamp fraction. The denominator is 9 kreuzer (which equaled 3 silbergroschen or 7¢) for internal German postage. The total postage was 12½ silbergroschen.³⁶ This was equated to the 42 kreuzer that is shown due by a manuscript marking. This division of the postage is summarized in the following table:

U.S. internal			
& sea	20¢	9½ sgr.	33 kreuzer
German			
internal		3 sgr.	9 kreuzer
Totals	20¢	12½ sgr.	42 kreuzer

Figure 20 is a folded letter that was sent unpaid from Schoenthal, Württemberg on May 30, 1852 to Holidaysburg, Pennsylvania. As there was no scheduled Ocean Line sailing, Bremen sent the letter to England on June 4, 1852, in a closed bag of mail for the United States. In England, the mailbag was put aboard the Havre Line *Franklin*, which sailed from Southampton on June 9, 1852 and arrived in New York on June 21, 1852. The next day, New York applied its "NEW-YORK/27cts." exchange office marking, rating the letter due 27¢. This represented the 20¢ sea and United States internal postage plus 7¢ transit from Württemberg. In Holidaysburg, the letter was not called for and it was advertised. A 1¢ advertising charge was added, bringing the postage due to 28¢, which is written in manuscript in the upper right. Since the letter was not picked up, it was returned. New York stamped its fancy "NOT CALLED FOR" marking and the letter arrived back in Schoenthal on April 14, 1853, almost 11 months later. 41 kreuzer was due (27¢) from the original sender.



Figure 20. 1847 Bremen Convention: Schoenthal, Württemberg May 30, 1852, to Holidaysburg, Pennsylvania. Bremen closed mails through England via Havre Line Franklin, from Southampton to New York. 27¢ due postage shown by "NEW-YORK/27cts.", which represented the 20¢ sea and U.S. internal postage plus 7¢ transit from Württemberg. Not called for and advertised. 28¢ in upper right included 1¢ added advertising charge. Not picked up and returned. New York applied "NOT CALLED FOR" marking. Returned to Schoenthal where 41 kreuzer was due.

2. 1853 United States-Bremen Convention

Rates under the Bremen Convention were reduced and simplified by additional articles that were agreed to in 1853. Effective August 15, 1853, the total rate was 15¢. This represented the sum of a 10¢ international rate (5¢ United States internal, 4¢ sea postage, and 1¢ Bremen postage) plus 5¢ German internal (under the German-Austrian Postal Union, or "G.A.P.U."). However, for those states that had not reduced their postage to this 5¢ rate or less, the total rate was increased to 22¢. This represented the sum of a 15¢ international rate (5¢ United States internal, 9¢ sea postage, and 1¢ Bremen postage) plus 7¢ German internal.³⁷ The breakdown of the two rates is shown in the following table:

	States with 5¢ German internal	States with 7¢ German internal
U.S. internal	5¢	5¢
Packet	4¢	9¢
Bremen	1¢	1¢
German internal	5¢	7¢
Totals	15¢	22¢

Figure 21 shows a 15¢ rate cover. It was sent from Columbia, South Carolina on November 29, 1853, to Bremervorde, Hannover. The 15¢ rate was paid by an 1851 3¢ dull red and an 1851 12¢ single. New York applied

its red "N.YORK 10 BREM. PKT./PAID" exchange office marking indicating a 10¢ credit to Bremen: 4¢ sea postage, 1¢ Bremen transit and 5¢ German internal. The letter was carried by the German W.A. Fritze & Co. Line *Germania*, which sailed from New York on December 3, 1853 and arrived in Bremen on January 1, 1854. Since the letter was fully paid to the destination, Bremen applied in red its familiar straight line marking "AMERICA/ÜBER BREMEN/FRANCO."

Figure 22 illustrates a 22¢ rate cover. It was sent unpaid from Wolfhagen, Chur-Hessen on September 24, 1855 to Cincinnati, Ohio. Bremen applied a fractional marking "7/15," indicating the division of the 22¢ rate between the 15¢ international rate and 7¢ German internal. The letter was carried by the Ocean Line *Hermann*, which sailed from Bremerhaven on October 5, 1855 and arrived in New York on October 27, 1855. On arrival New York applied its "22 N.YORK U.S.PKT." exchange office marking, indicating the due postage.

C. 1852 United States-Prussia Convention

The only new international postal convention with a European government the United States concluded during the 1851-56 time period was the 1852 Prussian Convention. Mail sent under this Convention is sometimes referred to as "Prussian Closed Mail"



Figure 21. 1853 Bremen Convention: Columbia, South Carolina November 29, 1853, to Bremervorde, Hannover. 15¢ rate prepaid. Red "N.YORK 10 BREM. PKT./PAID" indicated 10¢ credit to Bremen: 4¢ packet, 1¢ Bremen transit, and 5¢ German internal. New York to Bremen via Fritze Line Germania. Bremen applied red "AMERICA/ÜBER BREMEN/FRANCO".

because letters were carried between the United States exchange offices and Aachen, Prussia in a closed mail bag through England and Belgium.

The basic rate was 30¢ per ½ ounce. This was allocated 5¢ to the United States (despite the domestic rate reduction to 3¢, as under the British Convention), 18¢ sea and British transit, 2¢ for Belgian transit and 5¢ for German internal (the 2 silbergroschen G.A.P.U. rate). Unlike the British and the Bremen Conventions, the credits and the debits between the United States and Prussia were not affected by whether the letter was carried by a British or American packet. All sea postage was credited to or retained by the United States. The United States exchange office markings designated whether the ship was British or American because the United States was responsible for accounting to England for any mail carried by a British packet. The United States also accounted to Britain for transit through

England and for Belgian transit (the latter only for mail from the United States). Prussia accounted to Belgium only for mail from Prussia.³⁸ Hargest summarized the basic rate break down and the credits and debits as follows:³⁹

Figure 23 illustrates the accounting under the Prussian Convention. It is a cover from San Francisco, California May 5, 1856 to Arolsen, in the small German principality of Waldeck. The 30¢ rate was prepaid by a pair of the 12¢ 1851 issue affixed to a 6¢ green on white Nesbitt entire. As was its custom, the San Francisco post office restated the prepayment with its red circular mark, "PAID 30." The letter was sent to the East coast via Panama. It was carried by the Pacific Mail Steamship Company *Golden Gate*, which sailed from San Francisco on May 5, 1856 and arrived in Panama on May 19, 1856. It was carried across the isthmus on the 49-mile railroad line that had been inaugurated the previous year. Once

on the other side of the isthmus, it was placed on the United States Mail Steamship Company *Illinois*, which sailed from Aspinwall on May 20, 1856 and arrived in New York on May 29, 1856. In New York, the letter was processed by the New York exchange office, which applied its "N.YORK 7 AM.PKT./PAID" exchange office marking. It was struck in red to indicate that the 7¢ was credited to Prussia, 2¢ for Belgian transit and 5¢ for German

	Rate	Letters from U.S.		Letters from Prussia	
		Unpaid	Paid	Unpaid	Paid
U.S. internal	5¢	5¢			5¢
Sea & British transit	18¢	18¢			18¢
Belgian transit	2¢		2¢		2¢
Prussian internal	5¢		5¢	5¢	
Total	30¢				
Debit to Prussia by U.S.		23¢			
Credit to Prussia by U.S.			7¢		
Debit to U.S. by Prussia				5¢	
Credit to U.S. by Prussia					25¢



Figure 22. 1853 Bremen Convention: Wolfhagen, Chur-Hessen September 24, 1855, to Cincinnati, Ohio. Bremen applied "7/15," indicating division of 22¢ rate between 7¢ German internal and 15¢ international rate (9¢ packet, 1¢ Bremen transit, and 7¢ German internal). Bremerhaven to New York via Ocean Line Hermann. New York applied "22 N.YORK U.S.PKT.," indicating 22¢ due.



Figure 23. 1852 Prussian Convention: San Francisco, May 5, 1856, to Arolsen, Waldeck. 30¢ rate prepaid by stamps and restated with San Francisco "PAID 30". San Francisco to Panama via Pacific Mail Steamship Company Golden Gate. Aspinwall to New York via U.S. Mail Steamship Company Illinois. 7¢ credit to Prussia shown by red "N.YORK 7 AM.PKT/PAID" for 2¢ Belgian transit plus 5¢ German internal. New York to Southampton via Havre Line Fulton. Closed mail bag to Aachen, where "AACHEN 15/6/Franco" applied.



Figure 24. 1852 Prussian Convention: Philadelphia April 15, 1856, to Alexandroffsky, Russia. Prepaid 37¢. "NEW-YORK/BR.PKT." exchange office backstamp. New York to Liverpool via Cunard Asia Closed mail bag opened in Aachen, which applied "AACHEN 30/4/Franco". New York magenta manuscript 14¢ credit to Prussia, for 2¢ Belgian transit, 5¢ German internal, and 7¢ or 3 silbergroschen transit to Russia (the latter indicated by blue manuscript "f 3" at lower left). (Ex-Mark D. Rogers)

internal, as shown in the table above. The New York post office then placed the letter in a closed mail bag and sent it on the Havre Line *Fulton*, which sailed from New York on May 31, 1856. On its way to Havre, the *Fulton* made its scheduled stop in Southampton on June 14, 1856. The still closed mail bag was sent through Belgium to Aachen, where it was finally opened. The Aachen exchange office struck in red its familiar boxed "AACHEN 15/6/Franco" marking, indicating that it was processed on June 15, 1856.

Finally, Figure 24 is a folded letter from Philadelphia April 15, 1856, to Alexandroffsky, near St. Petersburg, Russia. It is prepaid 37¢ by three 1851 12¢ and an 1851 1¢, Type IV. The "NEW-YORK/BR.PKT." exchange office backstamp indicates that the letter was sent on the Cunard *Asia*, which sailed from New York on April 16, 1856 and arrived in Liverpool on April 28, 1856. The mailbag containing this letter was not opened until it reached Aachen, on April 30, 1856. This is indicated by the red boxed handstamp, "AACHEN 30/4/Franco." New York credited Prussia with 14¢, which is marked in a magenta manuscript on the front. This 14¢ was equated to 6 silbergroschen, which is shown by the "f 6" manuscript marking on the reverse of the letter. The 14¢ credit represented 2¢ for Belgian transit, 5¢ for German internal, and 7¢ or 3 silbergroschen for transit from Prussia to Russia. This latter amount is

indicated by the blue manuscript "f 3" in the lower left of the front of the cover.

Conclusion

This article has presented a outline of the principal transatlantic arrangements during the 1851-56 period. The sources cited are intended to suggest to the reader where further information can be found. Many of these sources also include information on further revisions to these postal arrangements as well as additional conventions that were concluded during the next few years. For example, in 1857 the United States concluded conventions with both France and Hamburg. These new conventions and the rate reductions that generally occurred during the next 20 years helped facilitate an increase in transatlantic communication and commerce.

Endnotes

¹The author gratefully acknowledges the assistance of Richard F. Winter in the preparation of this article. The writer also expresses appreciation to Edgar W. Jatho, Jr. for expertly scanning the images used for the figures.

²George P. Sanger (ed.), *The Statutes at Large and Proclamations of the United States of America, from December 1869 to March 1871, and Treaties and Postal*

Conventions (Buffalo, New York: Dennis & Co., Inc., 1963), vol. 16, pp. 783, 787-88 (hereafter, 16 U.S. Statutes at Large).

³ The breakdown is set out in Article II of the Convention. 16 Statutes at Large 783-84. George Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, 2nd ed. (Lawrence, Massachusetts: Quarterman Publications, Inc., 1975), p. 28.

⁴ All North Atlantic sailing dates are from Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988).

⁵ Hargest, p. 28.

⁶ Clearer strikes of this marking are illustrated in Jesse L. Coburn, *Letters of Gold* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1984), p. 113.

⁷ David I. Folkman, Jr., *The Nicaragua Route* (Salt Lake City, Utah: University of Utah Press, 1972), pp. 149, 155.

⁸ 16 U.S. Statutes at Large 785.

⁹ Jane and Michael Moubray, *British Letter Mail to Overseas Destinations 1840-1875* (London: The Royal Philatelic Society, 1992), p. 345.

¹⁰ The steamship rate applied to loose letters placed aboard United States contract steamers traveling over ocean routes that were considered post roads by the Post Office Department. Theron Wierenga, *United States Incoming Steamship Mail 1847-1875*, Second Edition (Austin, Texas: U.S. Philatelic Classics Society, Inc., 2000), p. 11. The rate effective July 1, 1851, was 10¢ per ½ ounce if the distance carried was under 2,500 miles and 20¢ per ½ ounce if the distance carried was over 2,500 miles. *Ibid.*, p. 56.

¹¹ 16 U.S. Statutes at Large 784. But see Colin Tabeart, "Part Paid Covers in the British Mail 1849-52," *Chronicle*, Vol. 52, No. 1 (Whole No. 185) (February 2000), pp. 59-69.

¹² 16 U.S. Statutes at Large 785.

¹³ The European and Australian Royal Mail Company operated only a short time before it was replaced by a new contract with the Peninsular and Oriental Steam Navigation Company. R. Kirk, *Australian Mails via Suez 1852 to 1926* (Beckenham, Kent, England: The Postal History Society), pp. 6-16.

¹⁴ Moubray, p. 400.

¹⁵ Hubbard and Winter, p. 109. Cowes is on the Isle of Wright just off the Southampton harbor complex.

¹⁶ Hargest, pp. 55-56.

¹⁷ Clive Parry, LL.D., ed., *The Consolidated Treaty Series*, 231 vols. (Dobbs Ferry, New York: Oceana Publications, 1969), vol. 94, pp. 265-318, "Postal

Convention Between France and Great Britain, signed at London, 3 April 1843," Art. LII at pp. 295-97.

¹⁸ Hargest, p. 40. Beginning on August 1, 1849, this simple 5 decime French internal rate replaced an extremely complicated set of rates based on the straight line distance from the French sender or recipient and the place of ingress or egress from France. These earlier rates are explained in an article by Richard F. Winter, "Mails from U.S. to France via England: 1836-1849," *50th American Philatelic Congress Book*, 1985, pp. 185-92.

¹⁹ Hargest, p. 43.

²⁰ *Ibid.*, p. 44.

²¹ This letter may indicate there was a delayed effective date of the September 1, 1851, announcement (discussed later in this article) that reduced the rate by American packet from 15 decimes to 8 decimes per 7½ grams and that eliminated the double packet postage. The letter is paid 15 decimes even though it was endorsed to be carried by an American packet and was mailed on October 6, 1851, over a month after the September 1, 1851, announcement.

²² *Ibid.*, p. 44.

²³ *Ibid.*, pp. 44-45.

²⁴ One loth equaled approximately 16 2/3 grams (or .5833 ounces). Karl Zangerle, *Handbuch der Auslandstaxen der süddeutschen Postgebiete - Gulden-Währung - 1850-1875* (Wiesbaden, Germany: Heinrich Köhler KG 1990), p. 24.

²⁵ *Ibid.*, p. 118.

²⁶ Parry, vol. 92, pp. 73-76, "Postal Agreement between Bremen and Great Britain, signed at London, 30 August 1841," Articles I and II at pp. 74-75.

²⁷ Wolfgang Diesner, "Postal Routes and Rates for Mail Between German States and the United States, 1840-1870," *Chronicle*, Vol. 45, No. 1 (Whole No. 157) (February 1993), pp. 61, 63-64.

²⁸ Re-rated octagonal Philadelphia markings (including this cover) are discussed in an article by Richard F. Winter, "Philadelphia Octagonal Rate Markings," *Chronicle*, Vol. 42, No. 1 (Whole No. 145) (February 1990), pp. 58-65.

²⁹ Useful tables of approximate foreign currency equivalents are listed by Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, rev. ed. (Louisville, Kentucky: Leonard H. Hartmann, 1989), pp. 56-59, and Moubray, pp. 498-501.

³⁰ Parry, vol. 100 pp. 207-44, "Postal Convention between Great Britain and Prussia, signed at London, 1 October 1846," Articles X and XI at p. 211; Diesner, p. 67.

³¹Parry, vol. 108, p. 243, "Additional Postal Agreement between Great Britain and Prussia, signed at London, 2 July/Berlin 7 July 1852," Art. III-VII at pp. 245-47; Diesner, p. 67.

³²Hargest, p. 15 (which also contains a table listing the additional rates to the various destinations in and beyond Germany). Because information about the newly reduced German internal rates was not available, Americans were advised that, to secure the advantage of this reduction, they should prepay only the 20¢ United States internal and sea postage, leaving the balance unpaid.

³³This is consistent with Article I of the regulations under the original postal arrangement. U.S., Congress, Senate, *Executive Document* 25, 30th Cong., 2nd Sess., serial 531, p. 9.

³⁴Bremen closed mails are explained in Hubbard and Winter, pp. 409-14.

³⁵The choice to send the letter under the Bremen Convention was also the cheapest alternative. Under the Bremen Convention, total cost was about 33½¢ (42 kreuzer or 28½¢ plus the 5¢ disregarded prepayment). Had the letter been sent as British open mail and then under the 1841 Anglo-Bremen Convention, the total

postage would have been the equivalent of about 40¢ (5¢ United States internal plus 1 shilling 2 pence or 28¢ Anglo-Bremen convention rate, plus 3 silbergroschen or 7¢ German internal). Had it been sent as British open mail and then under the 1846 Anglo-Prussian Convention, the total postage would have been the equivalent of about 45¢ (5¢ United States internal postage plus 16¼ silbergroschen or 40¢ 1846 Anglo-Prussian convention rate).

³⁶Wolfgang Diesner, "Postal Routes and Rates for Mail Between German States and the United States, 1840-1870," *Chronicle*, Vol. 45, No. 2 (Whole No. 158) (May 1993), pp. 128, 129-30.

³⁷16 U.S. Statutes at Large 953-55.

³⁸Article II of the Convention describes a combined 20¢ rate for sea, British transit and Belgian transit. To understand the credits and debits in the exchange office markings, the breakdown of this 20¢ amount can be inferred from the accounting under Article VI of the Convention. The actual amounts accounted for between the four countries was sometimes somewhat different. 16 U.S. Statutes at Large 963-65.

³⁹Hargest, p. 87.

Part VIIG.

Postmarks and Cancels on the 1851 Issue at Mobile, Alabama

by Van Koppersmith

Introduction and Background

Thomas J. Alexander, in his recently published 1847 cover census,¹ lists most of the 1847 covers from Mobile as postmarked in red or orange ink by the circular date stamp (CDS), with a red or orange seven-bar circular grid used to cancel the stamp. (This writer prefers to classify these ink colors simply as red.) A few of the Mobile 1847 covers are listed with a blue CDS. Though most of the stamps on these covers are canceled with a blue grid, a few are recorded with the red grid in combination. Only one 1847 cover from Mobile bears a stamp obliterated in black, a cover franked with a single 10¢ stamp and the black Mobile CDS used both to postmark the cover and cancel the stamp.

Early Postal Regulations

As adhesive stamps and the need to obliterate them were quite new to post office procedures, post office directives initially did not cover all of the factors involved in the prepayment of postage by adhesives and

the obliteration of these new stamps. Thus, the 1847 Postal Regulations did not specify the color of ink to be used to cancel stamps, although they did specify that postmasters should “immediately report the postmaster who may have been delinquent to the Department” by not canceling stamps.² The regulations issued after the act of 3 March 1851 did, however, contain specifics on ink color. “The cancellation should be effected by the use of black printers’ ink wherever that material can be obtained; and where it cannot, the operations should be performed by making several heavy crosses or parallel lines upon each stamp with a pen dipped in good black writing ink.”³ Furthermore, “the use of the office dating or postmarking stamp as a cancelling [sic] instrument is prohibited – unless it be used with black printer’s ink and in such manner as thoroughly to effect the object.”⁴ This writer does not know exactly when any postmaster, in particular the Mobile postmaster, received his notice of the new regulations. It is reasonable to assume that it was very soon after the 1851 stamps became available, if not before.



Figure 1. An orange brown stamp (Scott No. 10, position 8L1E) used to prepay a single letter to New York City on the second day of use of the new 1851 stamps, postmarked in Mobile on 2 July 1851.



Figure 2. A printed prices current from New Orleans with a written message which required the full 3¢ inter-city rate, but with no way fee charged, postmarked at Mobile on 21 September 1851. The 3¢ orange brown stamp (Scott No. 10) is from the top row of Plate One Early.



Figure 3. This cover, postmarked 27 July 1851, is a printed prices current. The 2¢ rate charged is for a circular sent prepaid for a distance of more than 500 miles and less than 1,500 miles. Both of the 1¢ blue stamps on this circular are from Plate One Early.



Figure 4. The single letter rate from Mobile to California was 6¢ early in the 1851 period. This cover is postmarked on 10 November 1851 and bears a sheet margin pair of the orange brown stamps (Scott No. 10) to prepay the 6¢ charged for single letters sent more than 3,000 miles.

1851 Postmarks and Grids

Three covers used on 1 July 1851 are known from Mobile. As illustrated in Figure 1, both the CDS and the grid are in red on these first day covers. Red grids

did not obliterate the 3¢ red stamps very well, particularly if not well and firmly struck. Consequently, with or without knowing about the postal regulation, Mobile soon switched to the use of a black grid to cancel stamps, but retained the red CDS, as shown by Figure 2.



Figure 5. This letter was sent from Mobile to New York City in late October 1851 with a strip of three 1¢ blue stamps prepaying the single letter rate. The 1¢ strip is from positions 92-93-94 on the right pane of Plate One Early and was postmarked in red at Mobile on 30 October 1851. The adhesive stamps are canceled with a seven-bar encircled grid struck in black ink.



Figure 6. This folded letter originated in New Orleans and reached Mobile on 8 November 1851 where it was canceled and postmarked with the Mobile CDS struck in blue ink. There is no indication on the cover that it was a way letter. The stamp is the 3¢ orange brown (Scott No. 10) from position 21 on the right pane of Plate Two Early.

Not only 3¢ red stamps were issued in 1851, but there were also other values in blue and black. Unfortunately, this writer has not seen an early use of the black twelve cent stamp from Mobile. However, the one cent blue stamps are recorded from July 1851 at Mobile and were canceled with a black grid in this first month of use, but the CDS was red, as shown in Figure 3. The practice of using a red postmark with the black grid obliterator on both red and blue stamps continued into November 1851 as illustrated by Figures 4 and 5. The latest such usage recorded is dated 29 November 1851.

There is one noteworthy exception. On 8 November 1851 a red stamp was canceled by a blue CDS which served as both postmark and obliterator (see Figure 6). This is the earliest 1851 stamp from Mobile recorded without a seven-bar grid as the cancel. It is also the only recorded 1851 stamp from Mobile canceled in blue ink.

Sometime between 29 November and 12 December 1851, the Mobile postmaster started canceling stamps with the Mobile CDS and discontinued the use of grids to cancel stamps. With very few exceptions, the seven-bar grid is recorded on inter-city mail only three times after 1851: 31 August 1860, on a postal stationery entire; 20 April 1863, on a Confederate stamp; and, on the first day the post office reopened under Federal control, 18 April 1865. The other exceptions include a very few way covers and one cover addressed to Canada. The

incoming way covers were to be delivered locally in Mobile and, as such, did not receive a postmark. The cover to Canada was franked with four stamps (three 3¢ and one 1¢). Customarily, after 1851, extra stamps were canceled by additional strikes of the postmark, but on at least this one cover, the seven-bar grid was used to obliterate the multiple franking.

Furthermore, on or before 12 December 1851, Mobile switched to black ink for striking the CDS (used as both postmark and obliterator), as shown by Figure 7. Figures 8 and 9 illustrate two additional Mobile covers with the 3¢ stamp canceled by the black Mobile CDS, each postmarked in black during the next few weeks.

The use of ink colors at Mobile and the postmark/obliterator combinations on franked mail during the second half of 1851 are summarized in the following table:

1 July - 2 July	red CDS, red seven-bar grid
27 July - 29 November	red CDS, black seven-bar grid
8 November	blue CDS, no grid
12 December <i>et seq.</i>	black CDS, no grid

During 1851, mail still could be sent unpaid, collect to the recipient. Furthermore, if prepaid, mail did not have to be franked with stamps, as prepayment could be collected in cash. Consequently, much of the mail

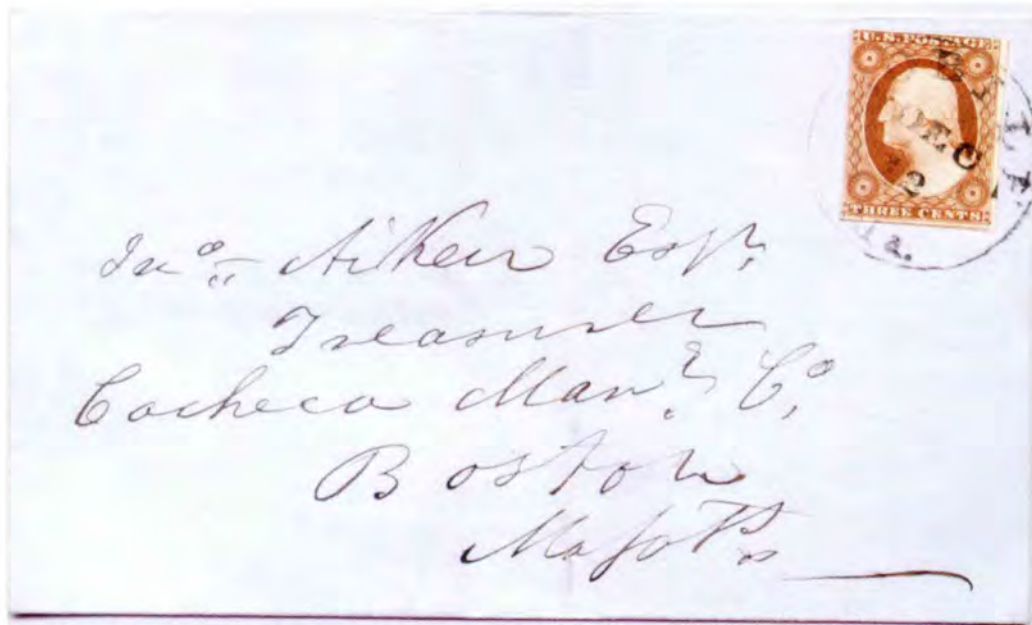


Figure 7. This is a single rate inter-city letter from Mobile to Boston, Massachusetts, mailed and postmarked in black ink at Mobile on 12 December 1851. The stamp is the 3¢ orange brown (Scott No. 10) from position 18 on the right pane of the rare Plate O. This is the earliest recorded example of the Mobile CDS struck in black ink.

handled at Mobile during the 1851 period was stampless. A brief analysis of the handling of stampless mail will shed additional light on why and how Mobile handled and canceled franked mail as it did.

Examination and study of more than 60 stampless

covers postmarked at Mobile during the 1851 period reveals that the color of the postmark was meaningful. In 1851, only red and blue ink were used on stampless covers. All of the covers with the postmark struck in red ink were prepaid and all of the covers with the



Figure 8. This folded letter to New York City was mailed at Mobile on 20 December 1851 with the CDS struck in black ink. The cover bears a 3¢ stamp in the brown carmine shade (Scott No. 11), position 61 from the right pane of Plate One Late. Dr. Carroll Chase examined this cover and endorsed it on the reverse, stating that it was a "very early use of the typical 1852 brown carmine shade."



Figure 9. This cover is franked by an orange brown 3¢ stamp (Scott No. 10) postmarked at Mobile on 10 January 1852, prepaying the single letter rate to Philadelphia. This Mobile CDS has a numeral "5" positioned just below the month [JAN], a postmark designed and intended for unpaid stampless letters, as the numeral "5" indicates 5¢ postage due, the single letter rate for letters prior to 1 July 1851.

postmark struck in blue were unpaid; many of these were way covers arriving on the "inland waterway" from New Orleans. Thus, using red ink to postmark prepaid mail bearing adhesive stamps was consistent with prior methods of handling the mails. The one recorded example of prepaid (franked) mail with the CDS struck in blue (on 8 November 1851) almost certainly was an accident, not an experiment.

Stampless mail from 1852 presents additional insights into the handling and canceling of franked mail at Mobile. Blue ink is not recorded on stampless mail after 1851. Red ink continued to be used to postmark prepaid mail, but black rather than blue was used on unpaid mail, including "WAY" and "STEAM" mail. This practice continued throughout the remainder of the stampless period at Mobile.

Conclusion

The use of blue ink symbolized unpaid mail and red ink symbolized prepaid mail in Mobile during the early 1850s. Unfortunately, red ink did not obliterate the 3¢ red stamps well and postal regulations required the use of black ink. Consequently, in late 1851 (probably in December 1851), Mobile began to postmark and cancel

all franked mail with the CDS in black ink and used alone. Further, red ink continued to be used to postmark prepaid stampless mail to indicate prepayment and unpaid stampless letters were postmarked in black ink. Apparently, it was not practical to maintain three colors of ink available for postmarking mail, and as this was an unacceptable option, black ink was used on unpaid stampless mail in place of the blue ink formerly in use on unpaid stampless letters.

Endnotes

¹Thomas J. Alexander, *The United States 1847 Issue: A Cover Census* (Austin, TX: United States Philatelic Classics Society, Inc., 2001), pp. 5-12.

²U.S., Post Office Department, *Regulations for the Government of the Post Office Department*, April 25, 1847, Section 501, reprinted in Theron Wierenga, *Postal Laws and Regulations of the United States of America 1847* (Holland, Michigan: Theron Wierenga, 1979).

³U.S., Post Office Department, *Regulations for the Government of the Post Office Department*, April 3, 1852, Section 380, reprinted in Theron Wierenga, *Postal Laws and Regulations of the United States of America 1852* (Holland, Michigan: Theron Wierenga, 1980).

⁴*Ibid.*, Section 382.

Part VIIIH.
The 1851 Issue at Mobile – The Final Strike
by Van Koppersmith

At first glance, many collectors of the 1851 issue, examining the subject cover (Figure 1), might wonder why it was not discarded years ago as undesirable and hardly collectible. The 3¢ imperforate stamp (Scott No. 11) was carelessly and unevenly torn from the sheet along its top margin, even though the other three margins may have been separated by tearing along a straight edge. However, most regrettably, on the right side, the straight edge assisted only in effecting a neater separation, as the design is not intact. A tear extends into the edge of the stamp design, also. Further, the stamp is marred by at least two distinct creases, which occurred before the adhesive was placed on the envelope. In addition, 3¢ 1851 Mobile covers are relatively common

and the destination, Port Gibson, Mississippi, is neither scarce nor particularly desirable. The embossed return address on the back flap is not unusual for the period. It reads:

ISAAC S. DAVIS
AUCTION
AND
COMMISSION
MERCHANT
MOBILE, ALA.

Isaac S. Davis is listed in the Mobile city directories as an auctioneer beginning in 1855 and is thus listed



Figure 1. This cover, posted during the period of Confederate use of United States stamps and rates, was mailed at Mobile on 2 April 1861, addressed to Port Gibson, Mississippi, and transported to destination with the United States postage rate (in effect in the CSA until 1 June 1861) prepaid by a somewhat ragged copy of the 3¢ imperforate stamp from the 1851 issue (Scott No. 11). This very late legal usage of the 3¢ stamp most likely is one of the surviving relics of the shortages and exigencies which prevailed in the Southern States after secession. The envelope bears the embossed seal of the sender, Isaac S. Davis, which served as a return address or “corner card” on the reverse.

through 1859. The next two available directories present some differences. In 1861 he is not listed, but he reappears in 1866, as an agent only. Although intriguing from an historical standpoint, this cover still does not present any clear-cut philatelic significance.

The 3¢ imperforate stamp of 1851 is distinctly canceled by a Mobile double circle postmark. This postmark first appeared on letters in late 1859 and was used almost exclusively thereafter until the Union occupation in 1865. As such, it is not unusual.

However, the postmark is dated 2 April 1861. Thus, this is not only a very late usage of an obsolete imperforate stamp, but it is also usage of an imperforate stamp during the Confederate period in Mobile history. Alabama seceded from the Union on 11 January 1861 and joined the Confederate States of America (CSA) on 4 February 1861. As this obsolete stamp was used in April 1861, it well may be the only surviving usage of an imperforate United States stamp in the CSA, as well as the latest recorded legal usage of an 1851 imperforate stamp. As this writer received a 3¢ 1851 imperforate stamp on a letter from Dr. W. F. Amonette in 1997, it clearly is not the latest usage of the stamp!

This 3¢ imperforate 1851 stamp was used less than two months before United States stamps were no longer valid for postage in the CSA and only a few months before they were finally and completely demonetized.

Perhaps Mr. Davis had fallen on hard times, or due to the adverse conditions that began to affect the Southern States, upon finding this old, ugly, creased, out-of-date stamp hidden away in a drawer, at a time when he desperately needed to send a letter, he used it out of necessity.

It can be noted that shortly after secession and the formation of the CSA, communication with the Northern States ceased and shortages of all types began to create many problems in the Southern States. Among these were shortages of good quality writing paper, small denomination coins with which to make change (including to buy postage stamps for sending letters) and envelopes. The available supplies of United States stamps, during the few months that they were used in the Confederacy, diminished and soon were exhausted at many post offices. The Confederate post office did not begin to operate until 1 June 1861 and it was several months before general issue Confederate stamps were available at post offices. Many "provisional" practices and local adhesive issues were prepared by various postmasters to attempt to solve their problems of handling the mails and collecting for postage in the interim. Mr. Davis solved one of the temporary problems of paying for and sending a letter with the usage of the obsolete 1851 stamp on the subject cover.

Part VIII.

Bibliography

by James E. Lee

Introduction

More books and articles have been written about the 1851-57 Issue than any other classic issues of United States stamps. The body of work is spread across an array of written media. Beyond the reference monographs listed below, hundreds of articles have appeared in journals and periodicals over the years. A list of key periodicals—some of which have been indexed—have been included in this chapter. Utilizing the photocopy service of the American Philatelic Research Library is a great way to gain access to articles. The final piece of the puzzle includes auction catalogs. Name auction sales provide a great source of information about what pieces exist in a particular area of interest. Finally, if you can't make it to Bellefonte, PA to visit the American Philatelic Research Library there are eight other major philatelic libraries located across the country.

Reference Books

The list compiled below contains the major works that pertain to the study of both the stamps and postal history of the 1851-57 issues. (HB = hard bound; SB = soft bound; CC = card cover)

Alexander, Thomas J., *Simpson's United States Postal Markings: 1851 to 1861* (Columbus, OH: United States Philatelic Classics Society, 1979), 434p, HB.

Ashbrook, Stanley B., *Ashbrook Special Service*, Stanley M. Ashbrook, 1951-1957 658p, Loose-leaf. Originally issued as a periodical (Nos. 1-81), with photographs enclosed; subsequently photocopied and issued in loose-leaf binder.

Ashbrook, Stanley B., *The Types of the United States One Cent of 1851 to 1857* ([United States: the Author?], 1922), 35p, CC.

Ashbrook, Stanley B., *The Types and Plates of the United States One Cent 1851 to 1857* (New York: Scott Stamp & Coin Co., 1926), 93p, CC.

Ashbrook, Stanley B., *The United States One Cent Stamp of 1851-57* (New York: H.L. Lindquist Publications Inc., 1938), two volumes, 368p, HB.

Ashbrook, Stanley B., *The United States Ten Cent Stamp of 1855-1857* (New York: H. L. Lindquist, 1936), 87p, SB.

Baker, Hugh J. and J. David, *Baker's U.S. Classics* (Columbus, OH: The U.S. Philatelic Classics Society, Inc., 1985), 343p, HB.

Blake, Maurice C. and Wilber W. Davis, *Boston Postmarks to 1890* (Lawrence, Mass.: Quarterman Publications, Inc., 1974), 392 pp, HB. The Quarterman edition is a facsimile reproduction of the book originally issued under the title *Postal markings of Boston, Massachusetts to 1890* (Portland, Maine: Severn-Wylie-Jewett Co., 1949).

Boggs, Winthrop S., *Early American Perforating Machines and Perforations: 1857 to 1867* (New York: The Collectors Club, 1954), 33p, CC.

Brazer, Clarence W., *Essays for United States Adhesive Postage Stamps* ([Federalburg, MD]: American Philatelic Society, Handbook Committee, 1941), 236p, HB. Reprinted with additional material by Quarterman Publications, 1977, 311p, HB.

Brookman, Lester B., *United States Postage Stamps of the 19th Century*, 2nd ed. (H. L. Lindquist Publications, Inc., 1966-67) three volumes, 882p, HB. This edition is revised from the 1947 two volume edition. A facsimile reprint of the three volume edition was issued by David G. Phillips Publishing Co., North Miami, FL, in 1989, HB.

Chase, Dr. Carroll M., *Classic United States Stamps, 1845 to 1869* (New York: Herman Herst, Jr., 1962), 45p, HB.

Chase, Dr. Carroll M., *The 3¢ Stamp of the United States 1851 to 1857 Issue*, rev. ed. (Springfield, MA: The Tatham Stamp & Coin Company, 1942), 374p, HB. An earlier edition was published (Hammondsport, NY: J.O. Moore, Inc., 1929), 377p., HB. The 1929 and subsequent editions were based on Chase's long serial article in the *American Philatelist*, Jan. 1923-July 1926. An even earlier approach appeared as *The Three Cent United States Stamp of the Issue of 1851: On Plating the 3c. 1851, United States Postage Stamp* (Boston, Mass.: Handbook Committee, American Philatelic Society, 1909), 72p, SB. A revised edition of the 1942 publication was issued by Quarterman Publications in 1976, 394p, HB.

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- Folkman, Jr., David I., *The Nicaragua Route* (Salt Lake City, Utah: University of Utah Press, 1972), 173p, HB & SB.
- Goodwin, Frank E., *Goodwin's Specialized United States*, 2nd ed. (Portland, ME; Beverly, MA: Mekeel-Severn-Wylie Co., 1919), 64p, SB.
- Graham, Richard B., *United States Postal History Sampler* (Sidney, OH: Linn's Stamp News, 1992, 186p, SB.
- Hahn, Mannel, *Postal Markings of the United States, 1847 to 1851* (Chicago: William R. Stewart, 1938), 42p + errata, CC.
- Hargest, George E., *History of Letter Post Communication Between the United States and Europe 1845-1875* (Washington, D.C.: Smithsonian Institution Press, 1971), 234p, HB. Quarterman Publications Inc. released a revised reprint edition in 1975.
- Hesly, Edward and Alfred Diamond, *The Types and Varieties of the United States Ten-Cent Issues of 1855-1859* (Wilmington, DE: The Society of Philatelic Americans, 1960), 12p, CC.
- Hill, Henry W., *The United States Five-Cent Stamp of 1856-1861* ([Henry W. Hill], 1955), 78p, HB.
- Holbrook, James, editor/publisher, *United States Mail and Post Office Assistant: 1860 to 1872* (Chicago: Collectors Club of Chicago, 1975), 577p, HB in two volumes with slipcase. Facsimile reprint of the first twelve years of this periodical, October 1860-September 1872.
- Hubbard, Walter and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, OH: United States Philatelic Classics Society, Inc., 1988), 432p, HB.
- Ishikawa, Ryohei, *The United States Stamp: 1847 to 1869* (Tokyo: Ryohei Ishikawa, 1981), 144p, HB.
- Kemble, John H., *The Panama Route, 1848-1869* (Berkeley, Los Angeles: University of California Press, 1943), 316p, HB. Last reprinted in 1990 by the University of South Carolina Press.
- Kenworthy, Waldo V., and Alfred Diamond, *The United States One Cent Issues of 1851 to 1857* (Verona, N.J.: The Society of Philatelic Americans, [197-?]), 24p, CC.
- Klein, Eugene, *United States Waterway Packet Marks: 1832 to 1899* (Federalsburg, MD: J.W. Stowell Printing Co., 1940), 208p, HB. There is also a 37- page supplement that was published in 1942.
- Konwiser, Harry M., *Postal Markings* (Lawrence, Mass.: Quarterman Publications, Inc., 1980), 762p, HB. A compilation of Konwiser's columns from *Stamps* (1933-1954).
- Landau, Eliot A., et al., *Linn's U.S. Stamp Facts-19th Century* (Sidney, OH: Linn's Stamp News, 1999), 257p, HB & SB.
- Leech, D.D.T., compiler, *Colton's United States Post Office Directory 1856* (New York: J.H. Colton and Company, 1856), 286p + index, HB. Reprinted by Theron Wierenga in 1985.
- Lidman, David, editor, *Centennial Exposition of the 1851 to 1857 Issue*, National Philatelic Museum, 1951, 174p, SB.
- Lidman, editor, David, *U. S. Perforation Centennial 1857 - 1857 Issue*, National Philatelic Museum, 1957, 232p, SB.
- Luff, John M., *The Postage Stamps of the United States* (New York: Scott Stamp and Coin Co., Ltd., 1902), 417p, HB. The Gossip Printery published an illustrated reprint which ran serially in the *Weekly Philatelic Gossip* from 1941-43. Quarterman Publications, Inc. reprinted the Gossip edition in 1975.
- McDonald, Susan M., compiler, *American Philatelic Miscellany* (Lawrence, Mass.: Quarterman Publications, Inc., 1976), 569p, HB. A compilation of articles about United States stamps and postal history that appeared in various volumes of *The Stamp Specialist* (a 20-volume series published by H. L. Lindquist between 1939 and 1948).
- Milgram, James W., M.D., *Vessel-Named Markings on United States Inland and Ocean Waterways: 1810 to 1890* (Chicago: Collectors Club of Chicago, 1984), 832p, HB with slipcase. A companion 16-page value guide was published in 1985.
- Milgram, James W., M.D., *United States Registered Mail 1845-1870* (North Miami, FL: David G. Phillips Publishing Company, Inc., 1999), 181p, HB & SB.
- Morris, Richard M., *Pittsboro Philatelics' Specialized Color Guides for United States Stamps* (Norfolk: Mass.: Pittsboro Philatelics), 2004 revised edition, 36p, spiral bound.
- Neinken, Mortimer L., *United States One Cent Stamp of 1851 to 1857* ([United States: United States Philatelic Classics Society, Inc., 1972), 552p, HB.
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- Neinken, Mortimer L., *The 1851-57 Twelve Cent Stamp* (New York: The Collectors Club, 1964), 74p, SB.
- Norona, Delf, editor, *Cyclopedia of United States Postmarks and Postal History*, reprint ed. (Lawrence, Mass.: Quarterman Publications, Inc., 1975), 405p, HB.

A two-volume compilation of articles edited and published by Norona 1933-35 under supervision of the Handbook Committee of the American Philatelic Society.

Perry, Elliott, *Pat Paragraphs* (Takoma Park, Md.: Bureau Issues Association, Inc., 1981), 648p, HB. A reprint by the BIA of Perry's articles that originally appeared in his 58-pamphlet series. The articles have been rearranged by subject matter.

Perry, Elliott, *United States 1857 to 1860 Issue* (Beverly, MA; Portland, ME: Severn-Wylie-Jewett Co., circa. 1910), 63p, PB.

Remele, C.W., *United States Railroad Postmarks 1837 to 1861* (State College, PA: U.S. 1851-'60 Unit, No. 11, The American Philatelic Society, 1958), 169p, HB.

Rohrbach, Peter T., and Lowell S. Newman, *American Issue: The U.S. Postage Stamp, 1842-1869* (Washington, D.C.: Smithsonian Institution Press, 1984), 218p, HB.

Simpson, Tracy W., *United States Postal Markings 1851-'61 and Related Mail Services* (State College, PA: U.S. 1851-'60 Unit, No. 11 of the American Philatelic Society, 1959), 177p + Pricing pamphlet, addenda and corrigenda, HB.

Skinner, Hubert C. and Amos Eno, *United States Cancellations 1845-1869*, (State College, PA: American Philatelic Society, 1980), 362p, HB.

Starnes, Charles J., *United States Letter Rates to Foreign Destinations: 1847 to GPU-UPU*, rev. 2nd ed. (Louisville, KY: Leonard H. Hartmann, 1990), 176p, HB.

Tiffany, John K., *The History of Postage Stamps of the United States* (St. Louis, MO: C.H. Mekeel, 1887), 278p, HB.

Tracy, Lt. Col. J.K., and Stanley B. Ashbrook, *Notes on the Twelve Cents 1851-1857 United States Adhesives* (New York: Scott Stamp & Coin Co., 1926), 23p, CC.

Turner, George T., compiler, *Sloane's Column* (West Somerville, Mass.: Bureau Issues Association, Inc., 1961), 467p, HB. A compilation of 1,350 columns that appeared in *Stamps* magazine, arranged by subject matter.

United States, Post Office Department, *Report of the Postmaster General 1841-1873*. A 32-year run of this report was reprinted in the 1970s by Theron Wierenga in loose-leaf format.

United States, Post Office Department, *Postal Laws and Regulations of the United States of America 1852* (Washington, D.C.: C. Alexander, printer, 1852), 328p, HB. Reprinted by Theron Wierenga in 1980.

United States, Post Office Department, *List of Post Offices and Postal Laws and Regulations of the United*

States of America 1857, reprint ed. by Theron Wierenga, Holland, MI, 1980, 262p, HB. Originally compiled by D.D.T. Leech as *List of Post Offices in the United States ... on the 13th of July, 1857*, also, *The Regulations and Laws of the Post Office Department* (Washington, D.C.: John C. Rives, publisher, 1857).

Washington, Peter T., and Charles M. Willard, editors, *The United States Postal Guide And Official Advertiser 1850-1852*, reprint ed. (Holland, MI: Theron Wierenga, 1982), 747p + index, two volumes, HB. It was published monthly until the advent of the government produced *Postal Laws and Regulations* in 1852.

White, Roy H., *Encyclopedia of the Colors of United States Postage Stamps* (Germantown, MD: Philatelic Research Ltd., 1981-1986), four volumes in two slip cases, 297p + 88 color plates. The 1847-68 issues are treated in Vol. I.

Journals

Journals, study group newsletters and commercial philatelic publications are a prime source for articles written about the 1857 issues. Once again, the American Philatelic Library in Bellefonte, PA will prove to be an excellent resource when searching for articles. There are several other outstanding philatelic libraries located throughout the United States. These libraries are listed in the Philatelic Libraries section later in this chapter.

The prime source journals and commercial publications are listed below. Those that have been indexed are noted as such.

- American Philatelic Congress* books (indexed)
- The American Philatelist* (Vol. 1-100 subject and author indexed)
- The Chronicle* (partially indexed)
- Collectors Club Philatelist* (indexed)
- The Essay-Proof Journal* (indexed by year)
- Linn's Stamp News*
- Mekeel's Stamp News*
- The Penny Post* (carriers/locals)(indexed)
- The Philatelic Gazette* (New England Stamp Co.)
- Stamps Magazine* (the Lindquist years, 1932-1980)

Auction Catalogs

Auction catalogs are a primary source for researching philatelic material. They can be used to determine the population of material that exists in a specific area of interest.

Acquiring the pertinent auction catalogs is the usually the first step in developing a collection theme. Name sales are the first group to acquire. Additional material

will be found in general sales that may have a section of specialized material that would be of interest.

Auction catalogs can be acquired through most philatelic literature dealers. Occasionally runs will appear at auction. Catalogs can also be borrowed from the American Philatelic Research Library (APRL) in Bellefonte, PA. The APRL also provides a photo copy service for those only looking for specific items or sections from a particular sale.

Listing of Name and Other Auction Sales of Importance to the 1851-57 Issues

This list is by no means complete. There are hundreds of sales that may feature only a handful of lots of interest. Hence, the importance of acquiring auction runs for research.

The catalogs are listed in date sequence and include the sale name, auction house, sale number and date, and a brief description of content. The house names are abbreviated, with a key provided at the end of this article.

Dr. Carroll Chase, DFK, 1925/05/22-23, Sale no. 341. 1851-57 issue on and off cover.

Arthur Hind, P&K, 1933/11/20-24, Sale no. 1. 1851-57 multiples and postal history.

Judge Robert Emerson, DFK, 1937/10/19, Sale no. 394. 1847-88 postal history.

Judge Robert Emerson, DFK, 1938/06/11, Sale no. 399. Selected postal history.

Edward S. Knapp, PBG, 1941-42, Sale nos. 282, 309 & 354. Three sales that include spectacular 1851-57 postal history.

William C. Michaels, DFK, 1943/12/04, Sale no. 427. 1851-57 issues on and off cover.

George G. Willard, SP, 1953/06/06, Sale no. 8. 1¢ 1851-57 stamps.

Specialized One-Cent 1851-57 Collection, JF, 1954/04/15, Sale no. 113-14. Include other 1857 off cover material.

Leo J. Shaughnessy, RAS, 1954/10/13, Sale no. 174. Includes a portion of his 3¢ 1851-57 collection.

Ernest R. Jacobs, JF, 1955/10/25, Sale no. 142. 1851-57 off cover.

Alfred H. Caspary, HRH, 1956/1/16-18, Sale no. 978-980. Part 1 - U.S. general issues 1847-1861.

Abe Rubel, Jr., HR&C, 1957/03/28-29, Sale no. 925-56. Specialized 3¢ 1851-57 collection.

Stanley B. Ashbrook, HRH, 1958/11/25, Sale no. 1210-11. 1¢ 1851-57 off cover stamps.

Henry W. Hill, RAS, 1959/02/11-12, Sale no. 216. 5¢ Jefferson 1855-61 on and off cover.

Phillip G. Rust, HRH, 1959/03/03, Sale no. 1227. 10¢ 1851-60 off cover stamps.

J.G. Fleckenstein, HRH, 1959/03/04, Sale no. 1228. Grand award collection of 1¢ 1851-57 issue.

Specialized 1¢ 1851 Issue, JF, 1960/04/26-27, Sale no. 231-34. Plate one late, left and right panes.

Cedora Hanus, RAS, 1960/05/05-07, Sale no. 230. Prize winning collection of 5¢ Jefferson stamps and covers.

Saul Newbury, RAS, 1961/05/17-18, Sale no. 240. Part 1 - Includes 1851-57 issues.

Saul Newbury, RAS, 1961/10/17-78, Sale no. 244. Part 2 - Includes 1851-57 issues.

Specialized 3¢ 1851 Collection, BD, 1961/12/16, no sale number. Stamps and covers.

Saul Newbury, RAS, 1962/05/16-17, Sale no. 251. Part 4 - 1851-57 1¢ off cover by plate.

Saul Newbury, RAS, 1963/10/23-24, Sale no. 264. Part 6 - Includes 1851-57 issues.

Hugh J. Baker, RAS, 1970/05/06-07, Sale no. 374. 1851-57 issue on and off cover.

Mortimer L. Neinken, RAS, 1970/11/19-20, Sale no. 384. 1851-57 issue on and off cover.

3¢ 1851 Issue Specialized Collection, RAS, 1975/08/20-21, Sale no. 475. Off cover by plate and position.

Rudolph G. Wunderlich, RAS, 1976/01/29, Sale no. 484. Portion of 1851-57 gold medal collection.

Louis Grunin, HRH, 1976/12/14-15. Off cover portion of his Grand Prix National collection.

Paul C. Rohloff, RAS, 1977/05/18-19, Sale no. 512. 1851-57 5¢ Jefferson on and off cover.

Ryohei Ishikawa, SPB, 1980/06/24, Sale nos. 46 & 48. Gold medal 1851-57 issue.

Ronald H. Cipolla II, BJR, 1983/04/05, Sale no. 13. Gold medal 1¢ 1851 collection.

E. Reed, RAS, 1983/09/14-16, sale no. 662. Gold medal 1851-57 issues.

Frank S. Levi, Jr., JWK, 1985/10/29, Sale no. 115. 10¢ 1855-57 plated stamps.

Frank S. Levi, Jr., JWK, 1986/01/28, Sale no. 120. 10¢ 1855 issue plated.

Stanley G. Cohen, RAS, 1986/06/19, Sale no. 666. 1851 issue multiples on and off cover.

Louis Grunin, CRL, 1987/03/25, Sale nos. 6348, 6476 & 6564, Parts 1-3 - Gold medal 1851-57 collection.

Thomas J. Alexander, RCF, 1990/03/08-09, Sale no. 42. 3¢ 1851-57 issue on and off cover.

Leonard Kapiloff, RAS, 1992/10/03, Sale no. 744. 1851-57 postal history.

Stanley M. Piller, RAS, 1993/03/25, Sale no. 748. Specialized 3¢ 1851-57 issue.

Ryohei Ishikawa, CRL, 1993/09/28, Sale no. RLNY 89, Gold medal collection 1847-69.

Auction House Abbreviation Key

BD – Bruce Daniels
BJR – Barry J. Rieger
CRL – Christies/Robson Lowe
DFK – Daniel F. Kelleher
HR&C – Harmer, Rooke & Co.
HRH – H. R. Harmer
JF – John A. Fox
JWK – John W. Kaufmann
P&K – Phillips & Kennett
PBG – Parke-Bernet Galleries
RAS – Robert A. Siegel
RCF – Richard C. Frajola
RGK – Robert G. Kaufmann
SP – Sam Paige
SPB – Sotheby, Parke-Bernet

Philatelic Libraries

Several of these libraries are staffed by volunteers, and most are not accessible on a full 40-hour week basis. It would be wise to check opening hours before planning a visit, and in some cases it might be prudent to schedule an appointment.

American Philatelic Research Library
100 Match Factory Place, Bellefonte, PA 16823
Phone: 814-933-3803, Fax: 814-933-6128
APRL@stamps.org
<http://www.stamplibrary.org>

Cardinal Spellman Museum
235 Wellesley Street at Regis College
Weston MA 02493
Phone: 781-768-8367, Fax: 781-768-7332
info@spellman.org
<http://www.spellman.org>

Collectors Club
22 E 35th Street
New York, 10016
Phone: 212-683-0559
collectorsclub@nac.net
<http://www.collectorsclub.org/>

Collectors Club of Chicago
1029 N. Dearborn St.
Chicago, IL 60610
Phone: 312-642-7981, Fax: 212-481-1269

National Postal Museum
Smithsonian Institution
Washington, DC 20560, USA

Philadelphia Free Library
1901 Vine Street
Philadelphia, PA 19103
Phone: 215-686-5322
<http://libwww.library.phila.gov>

Rocky Mountain Philatelic Library
2038 So. Pontiac Way
Denver, CO 80224
Phone: 303-759-9921
books@rockymountainphilateliclibrary.com
www.rockymountainphilateliclibrary.com

Western Philatelic Library
1500 Partridge Ave P.O. Box 2219
Sunnyvale, CA 94087 Sunnyvale, CA 94087-0219
Phone: 408-733-0336
stulev@ix.netcom.com
<http://www.pbbooks.com>

Wineburgh Philatelic Research Library
University of Texas at Dallas
Special Collections Department
P.O. Box 830643
Richardson, Texas 75083-0643
Phone: (972)883-2570
carlson@utdallas.edu
www.utdallas.edu/library/collections/speccoll/wpri/wpri.htm



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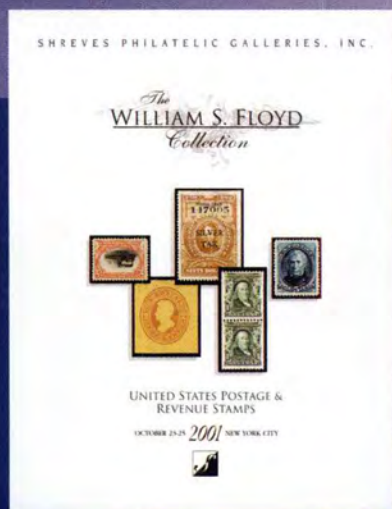
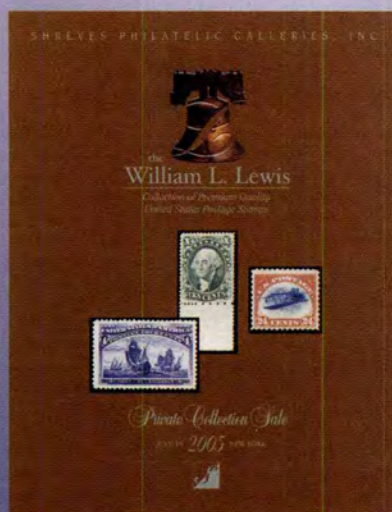
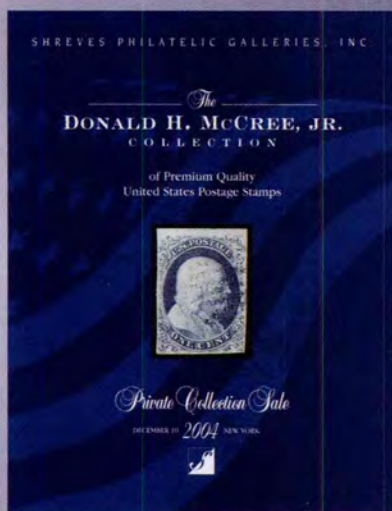
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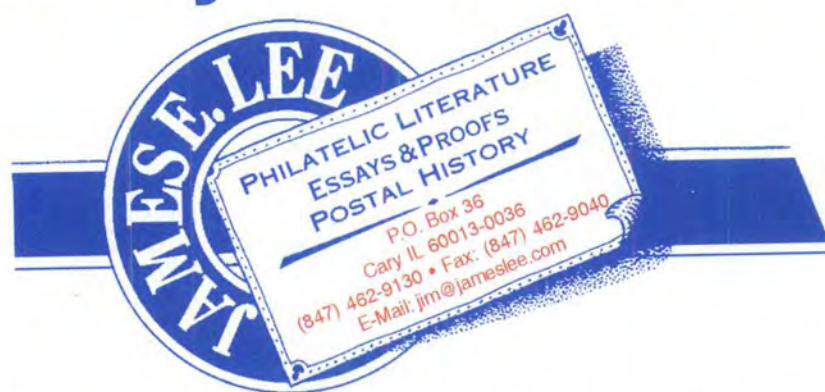
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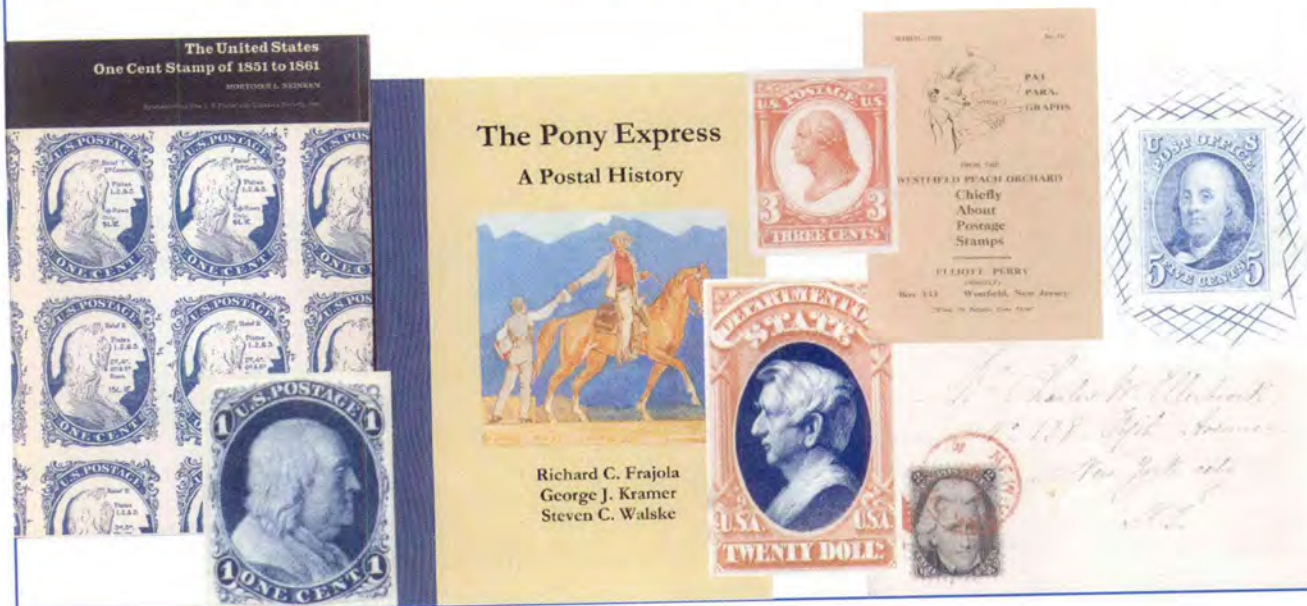
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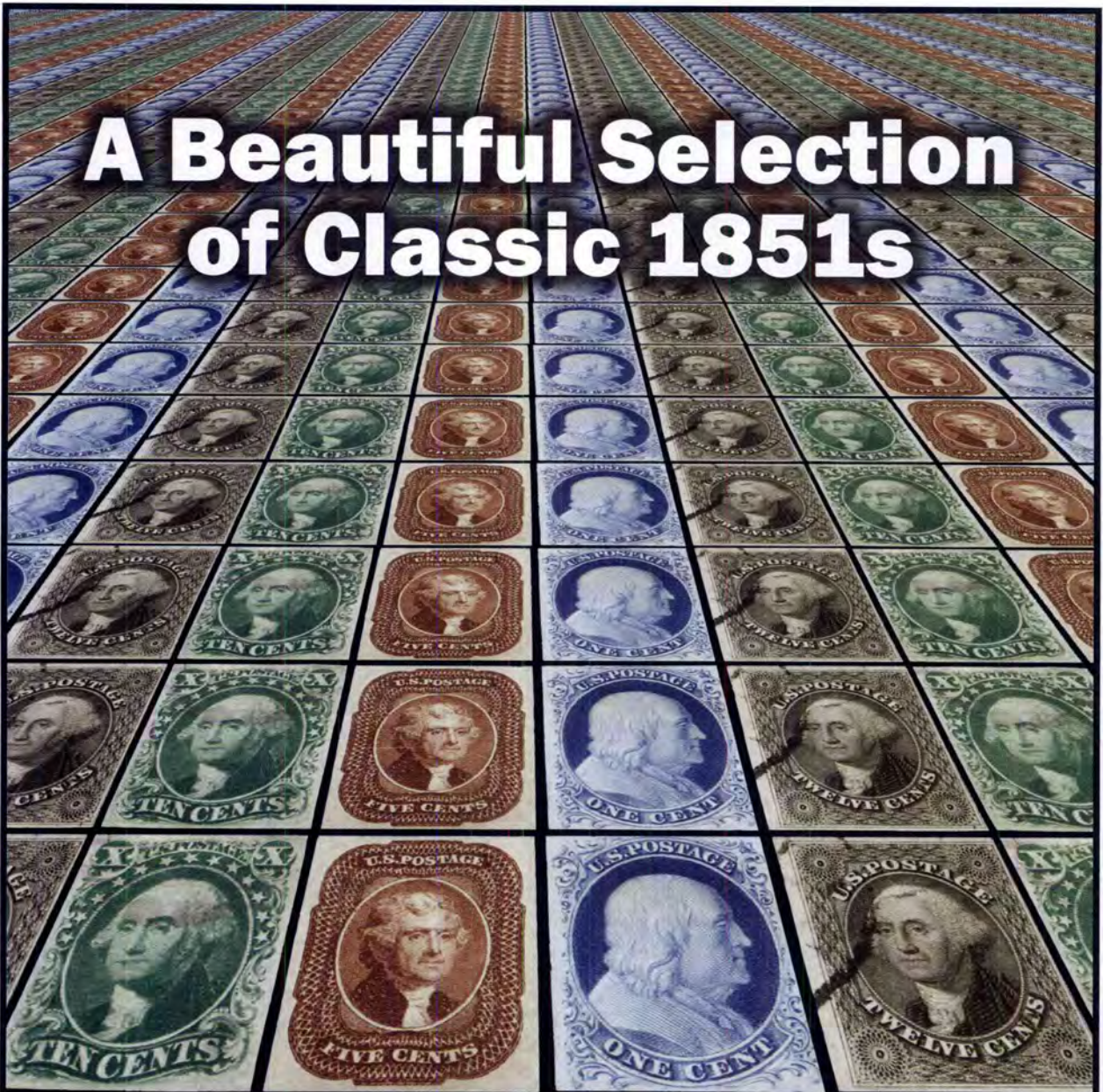


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